

# Maricopa County

## Department of Transportation

### TRANSPORTATION IMPROVEMENT PROGRAM

*Fiscal Year 2002 - 2006*

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The Right System The Right Time The Right Cost



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Your support and encouragement in the past has allowed your County Department of Transportation to reach many of its objectives. Our past successes, however, further highlight the need for a strategic look at the future.

We now know that unless something changes, the resources available to meet the ever-increasing travel demand will throttle our pace of implementation. We have a reserve of worthy projects totaling \$150 million awaiting the funds to build them. With so many projects ready to go to construction, it is time to think strategically about how we finance and build the transportation facilities needed to sustain our quality of life and the economic vitality of the region.

The Maricopa County Transportation Advisory Board, the Board of Supervisors, and the Department of Transportation have identified the development of the regional transportation system as a strategic priority for the coming years. MCDOT has promised to set a standard of excellence regionally to allow us to continue to deliver the right transportation system at the right time and at the right cost. We do so with you, the traveler or beneficiary of travel impacts, in mind. Our future depends on us strategically figuring out how to overcome the barriers that today's fiscal constraints place on us. A quality transportation system is important to all of us.

The MCDOT Accomplishments and Five-Year Transportation Improvements Program for Fiscal Years 2002-2006 illustrates and explains what we have done within the last year and what we have planned for the next five years. These projects represent the community's highest priorities but they are not sufficient in total to meet the growing transportation needs of Maricopa County. This program of projects is balanced against the funding available to build them. We would like to do more.

*Thomas R. Buick*

Thomas R Buick, P.E  
Chief Public Works Officer,  
Transportation Director and County Engineer



For more information about the TIP, visit our website at <http://www.mcdot.maricopa.gov> or send inquires to Christopher Plumb, Programming Manager at:

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# Introduction



The Maricopa County Department of Transportation (MCDOT) annually develops a five-year Transportation Improvements Program (TIP). This program of projects begins to address the County's diverse and rapidly growing transportation needs. The TIP is approved each year by the Maricopa County Board of Supervisors (BOS). This annual approval authorizes expenditures by MCDOT for making transportation improvements to roadways and bridges, acquiring right-of-way, developing Intelligent Transportation Systems (ITS), and implementing the County's Bicycle Plan. This TIP includes projects for fiscal years 2002 through 2006.

MCDOT staff, representatives from cities and towns, and the general public recommended the transportation projects that were considered for the 2002-2006 TIP. A multi-divisional MCDOT review group annually ranks the proposed projects according to adopted criteria using an extensive prioritization process. Funding from all available sources is then matched against the proposed projects. The highest rated and most beneficial projects are subsequently recommended to the Transportation Advisory Board (TAB) for consideration and public review. Following public review, TAB makes a recommendation to the BOS for final action.

Two County adopted plans guide the development of the TIP. The Comprehensive Plan and the Transportation System Plan (TSP) both provide guidelines for the physical development of Maricopa County. The Comprehensive Plan's development represents the ideas and recommendations of a wide range of citizens who were active participants in the planning process and the future interests of the community. The Plan presents a vision of what Maricopa County is expected to be in the year 2020.

The Transportation System Plan (TSP) sets forth a vision for the planning and construction of transportation facilities through the year 2020. The TSP will ensure MCDOT provides a quality transportation system for Maricopa County by evaluating future roadway plans by these criteria:

- ***Is it the right project?***
- ***Is it at the right time?***
- ***Is it at the right cost?***

Both the Comprehensive Plan and the TSP maximize taxpayer-dollar returns by clearly identifying and evaluating transportation needs and priorities to guide county resources to the best projects.

The 2002-2006 TIP book highlights projects programmed over the next five years. The TIP book also includes an estimated budget of the TIP projects, a time line for different phases of the TIP projects, information on recently completed TIP projects, and information about the operations and maintenance activities necessary to keep Maricopa County's roadways in good repair. While maintenance activities are not included in the TIP project listings, they represent a significant commitment by MCDOT and comprise more than one quarter of the MCDOT budget. These projects usually have the highest profile to citizens living in the unincorporated areas of Maricopa County.



## **The MCDOT Mission:**

To provide a quality transportation system to the travelers in Maricopa County so they can experience a safe, efficient, and cost-effective journey.

## **The MCDOT Vision:**

We set a standard of excellence regionally, enabling us to consistently deliver on our commitment to provide the right transportation system for Maricopa County at the right time and at the right cost.

## **The MCDOT Strategic Plan guides all work activities:**

- By 2003, MCDOT will be the regional transportation authority, responsible and accountable for the development and operation of a regional transportation system, which is integrated with land use and the environment.
- By 2005, MCDOT will increase the safety and capacity of the existing transportation system while reducing congestion by decreasing the accident rate and increasing the capacity on county maintained roadways by 5%.
- MCDOT will increase public involvement in decision-making and improve customer satisfaction to achieve a 2% improvement each year for the next five years as measured by the Customer Satisfaction Survey.
- MCDOT will reduce the FY 2001 documented backlog of transportation projects by 10% every year for the next five years through innovative operational and financial strategies.
- By 2003, MCDOT will attract and retain qualified, diverse and adequately compensated employees by ensuring the overall Employee Satisfaction Survey score is above 5.6.

MCDOT is charged with maintaining and improving a quality transportation system for County residents. The MCDOT vision provides the direction and momentum to accomplish this mission. Several considerations underlie the MCDOT programming process and assist staff in preparing the five-year Transportation Improvements Program.

## **Regional Planning**

The Maricopa County Comprehensive Plan, adopted by the Board of Supervisors on October 20, 1997, includes a transportation systems element that addresses long and short-term transportation issues. The Plan is multi-modal and encompasses highways, streets, transit, bicycle, and pedestrian services and facilities.

## **Citizen Participation**





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Community workshops, public meetings, and citizen involvement create the partnerships necessary to deliver high-quality services and products.

### **Cost Effectiveness**

The transportation system will demonstrate the most appropriate use of County resources.



*MCDOT management staff hold regular planning sessions to coordinate department plans and programs.*

### **Customer Service**

MCDOT formed the vision to provide the right transportation system, at the right time, and at the right cost from the viewpoint of the customer. Travel needs of the public alter with the development of new technology, emerging or relocated businesses, new residential developments and new recreation sites. These changes can dramatically change traffic patterns. Our goal is to anticipate these changes and offer solutions in a timely fashion.



# Board of Supervisors

The Maricopa County Board of Supervisors (BOS) is comprised of elected officials, one from each of the five county districts. The Board makes the final decision regarding projects to be included in the TIP. In addition to considering the recommendations of the Transportation Advisory Board, the Supervisors also consider citizen and municipal input during its deliberations. While the TIP is a five-year program process, it is important to realize BOS approval only commits funding for one fiscal year at a time.

Janice K. Brewer  
Supervisor, District 4  
(Chairperson)



Andy Kunasek  
Supervisor, District 3



Don Stapley  
Supervisor, District 2



Fulton Brock  
Supervisor, District 1



Mary Rose Wilcox  
Supervisor, District 5



The Transportation Advisory Board (TAB) is comprised of County citizens from each of the County's five districts who are appointed by the Maricopa County Board of Supervisors. TAB members bring the constituent voice to transportation decisions. One of TAB's primary goals is to assist in developing and maintaining public understanding and support of MCDOT programs through active communication.

To guide TAB, the following objectives are pursued as a part of its mission statement:

- Comprehensive transportation planning which enhances the quality of life for Maricopa County citizens.
- Continued safety and maintenance of the Maricopa County Transportation system.
- Implementation of the BOS transportation goals.
- Excellence in regional planning and promotion of cooperative efforts to resolve rural and urban issues.

The BOS created the TAB to review and provide advice regarding transportation issues facing this rapidly growing County. TAB reviews planning issues, transportation studies, construction schedules and maintenance issues. However, the majority of TAB's effort is concentrated on TIP projects. TAB works extensively during the year reviewing and updating TIP policies regarding the process to ensure that the TIP process remains effective.



Fran Emerson  
District 1 (Chairperson)



Gary Pierce  
District 2



Harold Woods  
District 3



Joseph E. La Rue  
District 4



James L. King, Jr.  
District 5



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TAB reviews MCDOT staff's recommendations about TIP projects and considers the following:

- Is the project cost-effective?
- How does it compare with the recommendations in the TSP?
- What is the project's score compared to other projects?
- Will other jurisdictions or agencies be involved as partners in the process and to what extent?
- In what ways does it meet legislative mandates for clean air and a healthy environment?

**Review by the TAB balances the program and ensures an objective and comprehensive review of all candidate projects.**

Review by the TAB balances the program and ensures an objective and comprehensive review of all candidate projects. This includes consideration of how the projects may interrelate and how they may relate to the TIPs of other agencies.

TAB's focus is toward enhancing TIP expenditures by leveraging other funding sources such as partnerships and grants. The TAB works to establish solid community relationships where collaborative efforts like corridor preservation begin. These relationships result in the savings associated with a shared community vision.

TAB's greatest partnership is with the public. The TAB relies heavily on the community to express its transportation needs through participation in various studies, public events, and correspondence with staff.



*Local dignitaries participate in the dedication of the new Yellow Cliffs boating facility at Bartlett Lake funded through a grant from the State Lake Improvement Fund.*

To receive TAB agendas or request general TAB information, contact:  
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## Commitment to Customer Service

In fiscal year 2001, Maricopa County Department of Transportation continued its long-standing commitment to customer service. MCDOT listened and responded in a positive manner to the needs and interests of its customers – the citizens of Maricopa County.

Public participation was a key factor throughout each phase of MCDOT TIP development. Public involvement through input from public meetings is, and will continue to be, encouraged throughout the planning, design, and construction phases of each TIP project. Public opinion molds projects to better suit the community.

The diverse efforts included listening to citizen concerns at project-specific public meetings throughout the County, addressing safety issues at elementary schools and senior communities, resolving neighborhood concerns, undertaking new roadway construction, performing roadway maintenance, and improving various transportation-related processes to save time and money.

In all, MCDOT held 60 public meetings and events attended by 2,163 citizens in 2001. In FY 2001 a number of changes in projects resulted from responding to citizen input. The insights and desires of the citizens using, living, and working near those roadways were important to MCDOT's decision making.



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FY 2001**

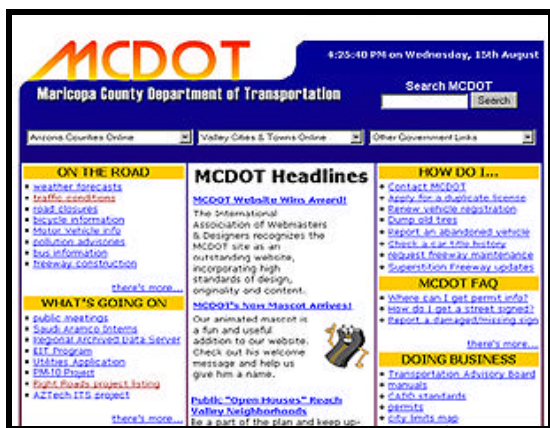
*MCDOT experienced good attendance at their public meetings concerning Loop 303.*



## E-Government Initiatives

Simply stated, e-government is the employment of web-based technologies to improve services and communication between government and citizens. Maricopa County is actively leveraging internet technologies to simplify how the County does business. The Department of Transportation (MCDOT) is at the forefront of this e-government transformation.

For some time, information technology has played an important role in the services we provide to citizens. The MCDOT website (<http://www.mcdot.maricopa.gov>) is already home to more than 50 web-based services and applications.



Our interactive mascot, Miles, currently serves citizens by conducting tours of the website and directing viewers to



MCDOT's information quickly and efficiently. Miles is close-captionable and will be programmed to speak in Spanish early in 2002. Efforts are also underway to enable Miles to give current traffic reports.

MCDOT's PM-10 dirt road paving plan for air quality will pave over sixty-five miles of road countywide. MCDOT's goal is to reduce airborne dust by 8% or 12 tons per day. A Development Schedule, List of Roads Currently Scheduled for Paving, and answers to Frequently Asked Questions can be found on our website at [www.mcdot.maricopa.gov/PM-10](http://www.mcdot.maricopa.gov/PM-10)



This site alone has enabled us to serve citizens electronically with more than 144 email inquiries since its development.

**The MCDOT website receives an average of more than 3,000 visitors each month.**

This 2001/2002 Transportation Improvement Plan is also available online and is enhanced with video and 360 degree panoramas of selected projects. Check it out!

- [www.mcdot.maricopa.gov](http://www.mcdot.maricopa.gov)
- [www.mcdot.maricopa.gov/PlanTIP](http://www.mcdot.maricopa.gov/PlanTIP)
- [www.mcdot.maricopa.gov/PM-10](http://www.mcdot.maricopa.gov/PM-10)
- [www.rightroads.org](http://www.rightroads.org)
- [www.aztech.org](http://www.aztech.org)
- [www.mcdot.maricopa.gov/bicycle](http://www.mcdot.maricopa.gov/bicycle)





**MCDOT received two million in federal funding to help supplement projects in FY 2001.**

## **Grants Received**

One function of the Community and Government Relations Division of MCDOT is to actively pursue State, Federal, and outside funding sources that will supplement the Highway User Revenue Fund (HURF), which is the County's primary source of transportation funding.

In FY year 2001, MCDOT successfully completed five-grant/federal aid projects totaling two million dollars. In addition the following projects were awarded funding:

- PM 10 Dirt Road Paving \$800,000
- Power Road Bridge at the Queen Creek Wash \$1.5 million dollars.

### **Small Cities Transportation Assistance Program (SCTAP)**

SCTAP is designed to provide eligible communities with transportation funding that encourages economic development, maximizes resources and promotes cooperation between MCDOT and eligible Community Development Block Grant (CDBG) communities. In FY 2002, the Town of Youngtown will receive funding for the Youngtown Streets Improvement Project. Funds will be expended for roadway improvements within residential areas.

### **Federal Disaster Relief**

As a result of the October 23, 2000 flood event and President Clinton's Declaration of Disaster in Maricopa County, the operations division of MCDOT successfully implemented a disaster relief recovery plan with the Federal Emergency Management Agency (FEMA).

By using in-house forces, the Operations Division created a cost effective plan to address the need of repairs and road closures that greatly affected the safety of the residents who reside within the flood damaged areas located primarily in western Maricopa County, (particularly in the Aguila area).

Maricopa County received nearly \$1.2 million dollars in FEMA funding for project restoration work intended to reduce the potential for future damage. Potential projects included rebuilding dirt roads, drainage protection, pipe repair relocation and installation, road re-grade, and much more.

## **Partnerships**

Intergovernmental agreements (IGAs) and other partnerships continue to be an important part of MCDOT's strategy for implementing the Transportation System Plan. MCDOT seeks to develop partnerships with cities and towns on roadway projects where there is a common interest and shared jurisdiction. These partnerships provide the best and most efficient service to the citizens of Maricopa County, and make the most of its



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Highway User Revenue Fund dollars. Agreements may involve project funding, collaborative design, future operation and maintenance, or annexations.

Partnerships improve and promote projects by:

- Building ownership in the project during the project development process
- Clarifying the need, nature, scope, and timing for the project
- Ensuring all affected parties have input on project development
- Ensuring the interests of all affected parties are adequately considered
- Sharing and exchanging resources and property
- Leveraging financial resources
- Clarifying jurisdiction and responsibilities during and after project construction

A growing portion of the TIP is funded through cost-sharing with partners. Seventy-two percent of MCDOT's TIP projects currently programmed for construction in fiscal years 2002 and 2003 involve partnerships. IGAs are already in place or pending for 75% of the TIP projects that are in the project development phase. MCDOT's current goal is to fund a minimum 25% of its TIP through partnerships. MCDOT recently adopted a cost-share policy that provides guidance to staff and community partners in the development of cost-share agreements. Several major MCDOT projects currently in development or completed in the past year reflect the benefits of partnerships.

### **Loop 303**

Partnerships with ADOT and several municipalities are essential to MCDOT's plans to construct Loop 303. Originally part of the Regional Freeway System plan, Loop 303 was deleted from the freeway program in 1995 and ADOT declared its intent to abandon the route entirely. MCDOT recognized the importance of this route as a future regional transportation corridor that needed to be preserved. In 2000, ADOT and MCDOT finalized an agreement under which ADOT will retain Loop 303 as a State Route while MCDOT will construct and operate an interim roadway which can be expanded, as needed, or eventually upgraded to a freeway.

Agreements are pending with municipalities along the corridor regarding design, maintenance, and operation of the roadway. Private developers, notably Del Webb Home Construction, are also key partners in design and construction of components of Loop 303. The segment of Loop 303 from Clearview Blvd. to Grand Ave., in the vicinity of Surprise, is currently under construction with significant financial participation by Del Webb. Construction on the Loop 303 segment from McDowell Rd. to Indian School Rd. will begin in fiscal year 2002. Public meetings are currently under way to consider environmental and design concept issues from Indian School Rd. to Clearview Blvd.

**72% of MCDOT's  
TIP projects  
currently  
programmed for  
construction in  
fiscal years 2002  
and 2003 involve  
partnerships.**



**MCDOT has  
entered into  
more than 500  
IGAs since  
1990.**

### **Estrella Parkway**

MCDOT and the City of Goodyear recently finalized an agreement for the final phase of extensive improvement to the Estrella Parkway through the center of Goodyear. Past agreements involved the combined efforts of MCDOT, the City of Goodyear, the Flood Control District of Maricopa County, and private developers. Coordinated efforts saved over \$1 million in roadway construction costs, significantly improved the flood control capacity of Bullard Wash, provided fill needed to construct the improved roadway, reduced the overall time of construction and traffic impairment by nearly a year, and provided key enhancement for adjoining property owners.

### **Ellsworth Road**

MCDOT, the Flood Control District of Maricopa County, and the City of Mesa concluded a series of agreements in the past year that will serve as the foundation for a combined \$28.8 million project for roadway and drainage improvements in the area of Ellsworth Rd. from Germann Rd. to Elliot Rd. Participation by all three partners was essential to both the roadway and drainage components of the project.

### **Gilbert Rd. from McDowell to SR87**

MCDOT is currently engaged in developing a partnership to improve Gilbert Rd from McDowell Rd. to SR 87. Potential partners include MCDOT, the Salt River Pima Maricopa Indian Community, the City of Mesa, the Flood Control District of Maricopa County, ADOT, the Federal Highway Administration, and private interests along the route. Significant challenges must be overcome to achieve a project that will address the needs of all the interested parties.

## **AZTech and Intelligent Transportation Systems (ITS)**

MCDOT, in cooperation with state and local officials and private industries, has formed a unique regional partnership called AZTech™ which uses state-of-the-art technologies to improve travel conditions and the quality of life in Arizona. The purpose of AZTech™ is to integrate the region's transportation system and give travelers up-to-the-minute traffic information. Phoenix was one of four metropolitan areas selected by the U.S. Department of Transportation in 1996 for the ITS Model Deployment Initiative.

Over the past five years, AZTech™ has integrated ITS technologies in the Valley to ease congestion, alert drivers to delays, improve public transit operations, and detail traffic conditions. AZTech™ developed an integrated network of traffic signals, computers, communication devices, cameras, and people to keep traffic moving across the Valley.

In February 1999, MCDOT opened its new Traffic Management Center (TMC), an integral part of the regional AZTech™ system. Together with seven local government partners, MCDOT also began the design of several new "Smart Corridors" on the AZTech™ system. Scheduled for completion in 2002, the work will expand the AZTech™ Intelligent Transportation System infrastructure by installing vehicle detection devices, closed circuit



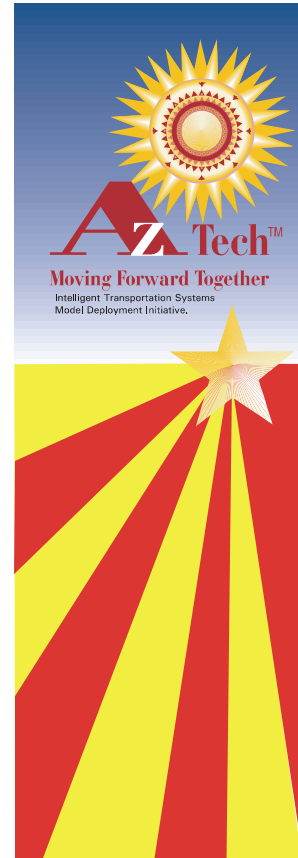


cameras for better traffic management, and variable message signs for motorist traffic information.

## Safety

MCDOT, through the AZTech™ partnership, has taken the lead in establishing a first-of-its-kind regionally oriented, incident management augmentation service. Called the Regional Emergency Action Coordinating Team (REACT). The team consists of traffic management specialists, using trucks equipped with variable message signs and other ITS equipment, to provide traffic control at the roadway emergency scene.

Incident responders are not aware of existing road closures or the traffic impact generated by the incident, and as a consequence, few safety measures are implemented at the incident scene. REACT offers a timely and effective solution by providing the necessary traffic management in the area around the incident. Importantly, the presence of the REACT traffic management professionals allows the responding law enforcement officials to concentrate on the accident investigation rather than traffic direction.



*The REACT Team is always ready to assist law enforcement officials whenever the need arises.*



## How Projects are Selected for the TIP

Project selection for the Transportation Improvements Program (TIP) begins with MCDOT's annual review of transportation needs. This is done by actively monitoring current traffic volumes and using a computer model for projecting traffic volumes. MCDOT also identifies and maps accident locations and rates, monitors pavement conditions, evaluates environmental concerns, and identifies maintenance problems on all County roadways. Projects identified through this process are reviewed with requests from other agencies and citizens. Requests for projects are also coordinated with ongoing planning efforts of the cities and towns as well as state and federal agencies.

Annually, MCDOT staff reviews each project request. Each project is ranked using an objective system approved by the Transportation Advisory Board (TAB). The County also considers projects with already completed Candidate Assessment Reports (CAR), Design Concept Reports (DCR), and fully designed projects submitted by cities, towns, or other agencies. A CAR is a conceptual engineering study that identifies the best possible alternatives to the problem and provides an estimated cost and schedule for project completion. A DCR is a preliminary engineering study which provides more detail than a CAR concerning the best project alternative, proposed costs, and schedule.

Any city, town, or other government agency may bypass the project request process and submit a CAR, a DCR, or fully designed project. These completed studies are also ranked and considered for the TIP. Staff then matches available County funding with all ranked and recommended projects.

## Internal Review Committees

The ranked project requests, CARs and DCRs are presented to the MCDOT's TIP Review Committee (TRC) for their consideration. This Committee consists of staff from each MCDOT division. The TRC recommends projects qualified to be advanced to the next level of development. The Committee's recommendations are forwarded to the Project Review Committee (PRC) which consists of the heads of each of the MCDOT divisions; Engineering, Planning, Right-of-way, Construction and Operations, and Professional Services.

Staff usually recommends the highest ranked projects to the Transportation Advisory Board (TAB) for further study or funding in the TIP. Staff will make exceptions to projects that rank high when there are circumstances that might delay the project such as environmental consideration or concerns from other agencies. The TAB holds public meetings at which each recommended project is discussed and the public has a chance to comment on the recommendations.



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## Determining Priorities

The County uses a weighted 1 to 105 scoring system for comparing project requests, CARs, DCRs, and designed projects. MCDOT created the project ranking system to comply with the mission, vision, and objectives of the County. The system was also designed to carry out the adopted Comprehensive Plan and the Transportation System Plan requirements. In addition, staff may also consider public comments, planning goals, unique opportunities, and other non-numeric factors.

Specific criteria used in ranking TIP projects in order of importance:

25 points:	Safety: Accident rate, accident severity cost, roadway configuration and pavement condition
25 points:	Current and future traffic congestion
20 points:	Benefit/cost ratio (must be a positive value to receive points)
15 points:	Compliance with the Comprehensive Plan and Transportation System Plan, percent of regional travel on the roadway and environmental factors
15 points:	Joint sponsorship includes the financial commitment to the project by another local governmental agency
5 points:	Bonus points for including intelligent transportation system, pedestrian, bikeway, transit, and environmental components to the project

Factors that might cause a project to be rescheduled or deleted from the TIP:

- Significantly altered transportation needs
- Project costs exceed the benefits to the traveling public.
- Emergencies or other developments which might alter traffic patterns
- Right-of-way considerations
- Issues surrounding agreements between principal jurisdictions
- Environmental or archaeological factors that influence the final design
- Changing land use patterns

Projects may be accelerated as favorable conditions arise such as:

- Additional or new funding received; increased revenue, grants, or partnerships.
- Significantly altered transportation needs
- Emergencies
- Cooperation with other jurisdictions
- Changing land use patterns
- Recreational use

**Figure 1. TIP Project Scoring System**

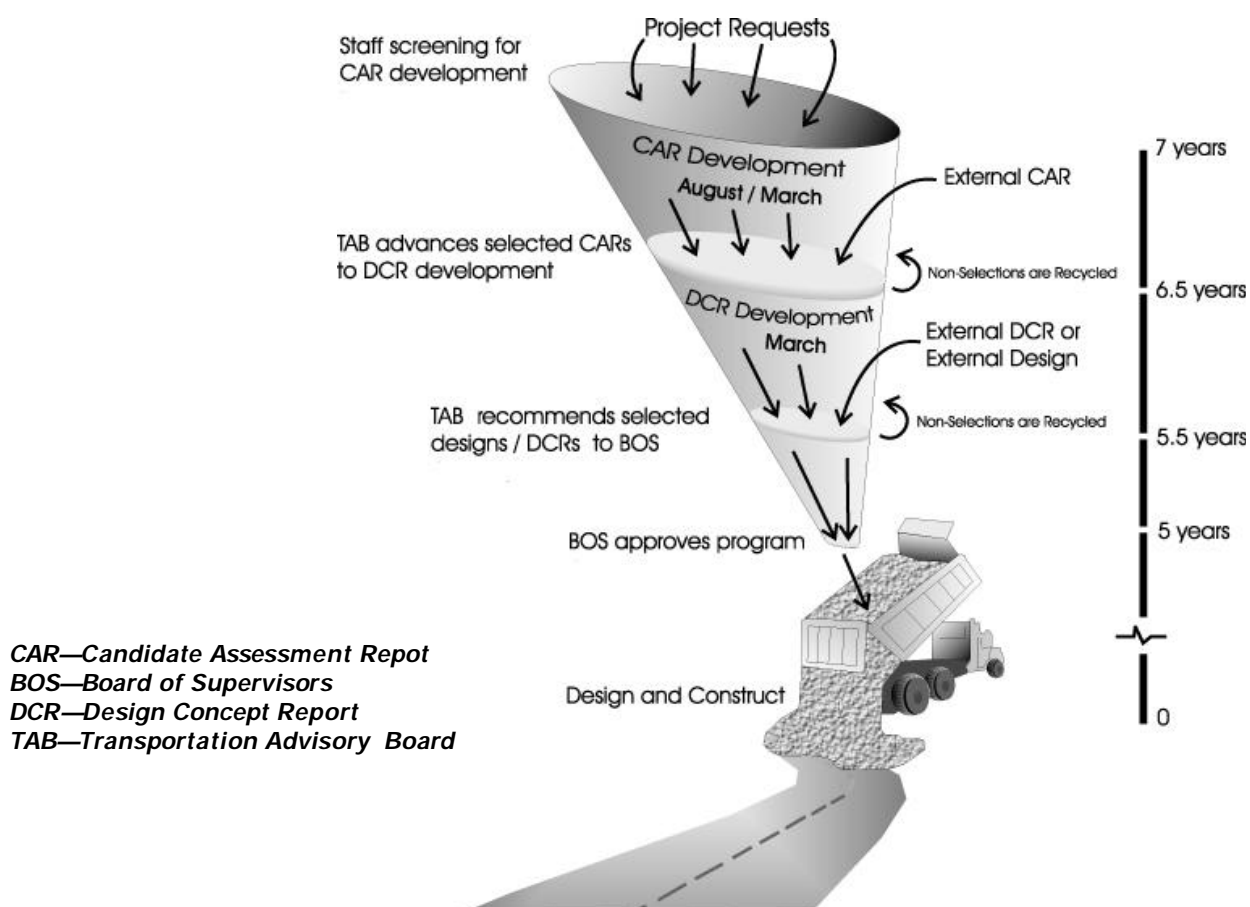


## Commitment to Programmed Projects

The TIP is based on a commitment to complete projects in two phases, development and construction. Each year, projects with completed DCRs may be added to either phase of the new TIP subject to BOS approval. Projects already in the program are reviewed each year to see if they are qualified to progress to the next TIP phase. MCDOT is committed to expediting projects through the entire process. A project may be either moved ahead, delayed, or occasionally deleted from the TIP as dictated by MCDOT's analysis, objectives, and/or budget constraints.

## TIP Project Selection Process

New TIP projects are selected using the process shown in Figure 1. This process saves time for jurisdictions that submit completed CARs, DCRs, or fully designed projects. Throughout the year, MCDOT ranks initial project requests for consideration to conduct CARs. Staff then includes all completed CARs, DCRs, or designed projects in a project pool. If a project doesn't progress to the next phase after three years, the project must be updated and resubmitted by the applicant.



**Figure 2. TIP Project Selection Process**





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## Funding the TIP

Maricopa County funds its TIP through several sources. The primary source is the Highway User Revenue Fund (HURF). Arizona's 18-cents-a-gallon tax on gasoline, vehicle license taxes, and vehicle registration fees make up these funds. The County receives a share of these funds through a formula established by the State Legislature.

In addition, the County occasionally receives funds from several federal agencies, such as the Federal Highway Administration (FHWA) and the Federal Emergency Management Administration (FEMA). Other funding sources arise through partnerships with local jurisdictions, federal, state agencies, or private corporations.

Maricopa County receives approximately \$94 million annually from HURF. The County's HURF revenues are expected to increase by approximately \$13.3 million over the next five years due to population increases and economic growth.

The County must spend these funds only on transportation-related items. This includes planning, design, right-of-way acquisition, construction and administration, and the operation and maintenance of county roads. Approximately \$59 million is spent each fiscal year on new construction or significant reconstruction of roadways, bridges, and other transportation facilities. The County uses the remainder for operation, maintenance, and administration of the roadway system.

**Approximately  
\$59 million is  
spent each fiscal  
year on new  
construction or  
significant  
reconstruction  
of roadways,  
bridges, and  
other  
transportation  
facilities.**

### Federal Funds

Maricopa County is eligible to receive federal funding for the improvement of eligible County roadways and bridges. These funds usually make up less than 10 percent of the total funds received and are primarily used to extend local funds. The County accomplishes this by taking advantage of the small local match (usually 5.7 percent) required for federally funded projects. The FHWA and FEMA typically provide these funds.

The Maricopa Association of Governments (MAG) and the Arizona Department of Transportation (ADOT) administer the FHWA funds. FEMA funds may become available whenever roadways are damaged because of flooding or other natural disasters. The federal government allocates these FEMA funds at its discretion.

### Local Funds

More than half of the TIP projects are jointly funded because of MCDOT's emphasis on agreements and partnering. The majority of the projects planned for construction in FY 2002-2006 are jointly funded with cities and towns.



# MCDOT Financial Highlights

Fiscal Year 2001  
(Millions of 2001 Dollars)

Category	Budgeted	Expended*
Salaries and Benefits	22.4	21.8
Materials, Supplies and Contracted Services	28.5	25.7
Equipment and Machinery	5.1	4.4
MCDOT Force Account	(5.7)	(5.6)
<b>Total Operating Costs</b>	<b>50.3</b>	<b>46.3</b>
Transportation Improvements Program	76.2	60.4
MCDOT Force Account	5.7	5.6
<b>Total Capital Costs</b>	<b>81.9</b>	<b>66.0</b>
Grants	2.7	0.85
<b>Department Totals</b>	<b>134.9</b>	<b>113.2</b>
* The figures are based on June 31, 2001 actuals.		

Table 1. MCDOT Financial Highlights



**MCDOT Projected Five Year  
Revenues and Expenditures  
Fiscal Years 2002-2006**  
(Millions of 2001 Dollars)

<b>Revenues</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>Totals</b>
HURF	88.2	92.7	97.0	101.6	106.3	485.8
TIP Partner Revenue	15.0	18.8	17.1	7.9	9.2	68.0
Carryover from prior fiscal years	8.9	10.0	12.5	9.9	10.0	51.3
Grant Fee & Intergovernmental Agreements	2.6	1.6	1.6	1.6	1.6	9.0
<b>** Total Funds Available</b>	114.7	123.1	128.2	121.0	127.1	614.1
<b>* TIP Expenditures</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>Totals</b>
Development Phase	6.9	10.5	23.7	24.3	18.5	83.9
Construction Phase	38.9	37.4	22.3	16.0	8.4	123.0
System Support	5.4	6.9	7.4	7.8	8.4	35.9
Project Reserve	3.7	3.5	11.6	8.6	26.9	54.4
<b>Total TIP Costs</b>	54.9	58.3	65.0	56.7	62.2	297.1
<b>** Operating Costs</b>	49.8	52.3	53.3	54.3	55.3	265.0
<b>Total Expenditures</b>	104.7	110.6	118.3	111.0	117.5	562.1
<b>Balance</b>	10.0	12.5	9.9	10.0	9.6	
* Data is from 06/21/2001 % year TIP Estimate used for 2002 FY Budget						
** Data is from 2001-2002 Budget & MCDOT Financial review Worksheet (PRC Report)						

**Table 2. MCDOT Projected Five Year Revenues and Expenditures**



## Transportation System Plan

To decide where to best invest future County funds, MCDOT has developed an integrated series of plans and studies including: the Transportation System Plan, transportation management systems, small area transportation studies, the Bicycle Transportation System Plan, and numerous corridor studies. These tools provide various levels of detailed guidance for implementing the MCDOT mission in specific geographic areas or under specific conditions.

The Transportation System Plan (TSP) was adopted by the Board of Supervisors in December of 1997. This is the transportation element of Maricopa County's Comprehensive Plan 2020. It states that the transportation network should support safe and efficient movement of goods and people, be environmentally compatible with surrounding conditions, and support economic development activities.

The TSP organizes all county roadways into three networks: primary, secondary and local. Primary roads under County jurisdiction generally fall on the arterial grid and receive the highest priority for funding, maintenance, and other activities. Secondary roads typically are arterial and collector roadways under County jurisdiction which are not included on the Primary Network. Secondary roads have a lower priority and MCDOT's participation on these roads is more limited. Local roads are the remaining roadways that provide access to residences and feed into the secondary system. On these roads, MCDOT may maintain or provide assistance for planning and design, but generally will not participate in significant improvements.

To guide the prioritization of projects considered for the Transportation Improvement Program (TIP), the TSP uses an investment matrix that is applied to each candidate project evaluated for the TIP. The investment matrix provides direction on investing County funds for roadway projects, but does not guarantee funding for any specific project in the three networks. These investment strategies are prioritized along the following guidelines:

- Develop a seamless transportation system.
- Maintain the existing system.
- Serve existing and future development in unincorporated Maricopa County.
- Serve regional travel.
- Direct future growth to the areas with existing urban services Areas and to areas where there are Development Master Plans.

In addition to the description of the roadway network and summary of transportation principles identified in the Comprehensive Plan, the TSP includes information on the transportation management systems, alternate modes, small area transportation studies, and corridor studies.





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Significantly, the TSP will serve as a strong foundation to guide the allocation of transportation funds in the most appropriate manner.

## **Transportation Management Systems**

MCDOT uses four transportation management systems to help monitor and measure the performance of the County transportation system. The four systems include congestion, safety, roadway and bridge management. The results of these systems help to plan and program future improvement projects. All four systems meet the planning strategy recommendations of the Federal Transportation Efficiency Act for the 21st Century, or TEA-21. The MCDOT management systems were originally established based on the requirements of the TEA-21 predecessor, the Intermodal Surface Transportation Equity Act (ISTEA).

### **Congestion Management System (CMS)**

MCDOT developed the CMS to provide data on the locations of present and future traffic congestion. The CMS documents how well the County's transportation system is performing. It identifies congested roads and recommends various ways to ease traffic congestion. Recommendations may include improving roadways and intersections to better handle traffic, adopting new regulations, adding bicycle and pedestrian improvements, or widening the roadway.

An important part of the CMS is measuring how much congestion has been reduced. This allows the County to compare how well the various congestion-reducing methods are performing and to adopt the most cost-effective solutions. The County then provides the performance measurement data to decision-makers to guide them in selecting strategies and future projects.

Data developed by the CMS includes the number, location and level of congestion on all County owned roadway segments. This information is based on current and projected traffic volumes for existing and planned County roadways. Staff uses actual traffic counts and computer modeling to derive projected traffic volumes.

### **Safety Management System (SMS)**

The SMS identifies ways to improve highway safety by reducing the number, severity, and cost of traffic accidents. Suggested improvements are considered and implemented where suitable and feasible. The County evaluates safety in all phases of highway planning, design, construction, maintenance and operations. Traffic engineering staff evaluates traffic accident information including the type, location, cost, and rate of crashes for all County roadway segments and intersections. The County uses this data for developing effective highway safety strategies and selecting future TIP projects.

**MCDOT developed the CMS to provide data on the locations of present and future traffic congestion.**



**The RMS is used to select and recommend cost-effective pavement construction, rehabilitation and maintenance programs.**

### **Roadway Management System (RMS)**

The County RMS system is designed to provide the data to make informed decisions concerning which roadways should be upgraded or totally reconstructed. The RMS consists of data collection and an inventory of existing pavement and overall roadway features including the number of lanes, pavement widths, and surface types. The RMS also includes a condition survey that measures ride quality, surface distress, rutting, and surface friction. This data is used to analyze and summarize pavement conditions and evaluate the overall functional efficiency of the roadway. The RMS is used to select and recommend cost-effective pavement construction, rehabilitation, and maintenance programs. The MCDOT Construction and Operations Division uses the data for planning its annual pavement maintenance schedule. The MCDOT Planning Division also uses the RMS to evaluate current and future projects for the TIP.

### **Bridge Management System (BMS)**

The MCDOT BMS provides the process to evaluate bridges and structures within our inventory. Using the BMS, MCDOT can detect and identify alternative projects, predict costs, perform short and long term budgeting and recommend bridge rehabilitation and replacement projects consistent with MCDOT's policy and budget limits.

In 1998, MCDOT completed its Bridge Investment Study. One of the study's recommendations was for MCDOT to employ the use of a computer software program called PONTIS. PONTIS is a comprehensive bridge management system developed as a tool to assist in bridge management. MCDOT is currently recording bridge and inspection data into PONTIS and is approaching full implementation. Once fully implemented, PONTIS will integrate objectives of public safety, risk reduction, user convenience, and preservation of investment to produce budgetary, maintenance and program policies.

### **Small Area Transportation Studies**

As part of the comprehensive planning process, four regional transportation studies have been completed. These studies identify short, medium and long-range transportation needs. They also recommend transit, bicycle and other alternative mode needs. Each study will receive regular updates (approximately every four years). It is anticipated that an administrative update will be completed for the Northeast Valley Area Study in FY 2002 and the Williams Area Study update in 2002-2003.

#### **Southwest Valley Transportation Study**

This study was adopted by the Board of Supervisors in July 1997. The study boundaries include parts of Avondale, Goodyear, Litchfield Park, Tolleson, and the unincorporated areas of Maricopa County.

#### **Williams Area Transportation Plan**

The BOS adopted this plan covering the southeast corner of the County in March 1997. Study participants included Mesa, Queen Creek, Gilbert, Chandler, and Maricopa County. It was done in cooperation with Williams Gateway Airport staff.



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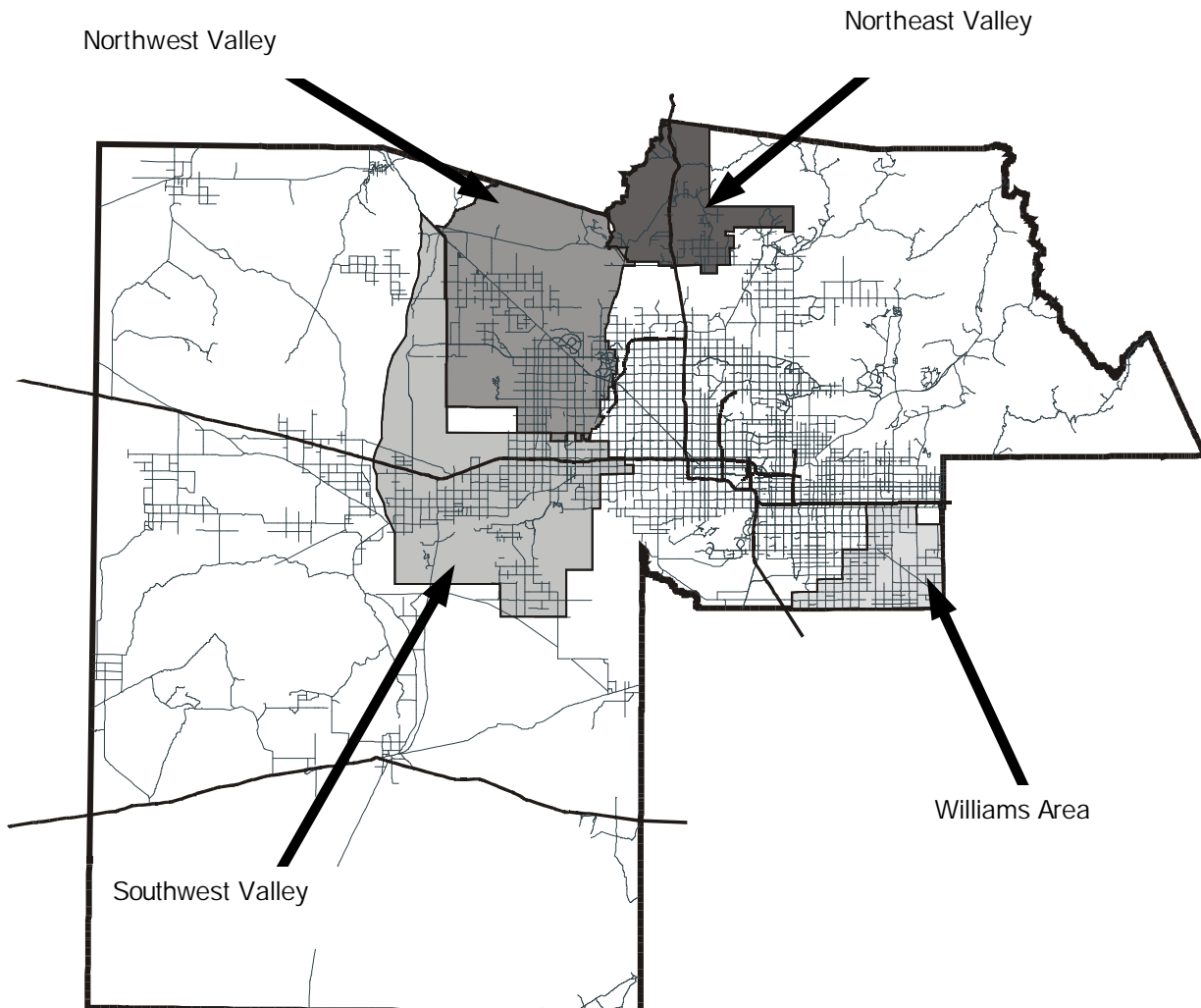
### **Northeast Valley Area Transportation Study**

This study was adopted by the BOS in November 1996. The study produced a transportation plan for unincorporated Maricopa County north of the Carefree Highway east of Lake Pleasant to the Tonto National Forest.

### **Northwest Valley Area Transportation Study**

This study was completed in the summer of 2000. It included participation from Surprise, Glendale, Phoenix, Youngtown, El Mirage, Goodyear, Litchfield Park, Maricopa County, the Sun Cities, and Luke Air Force Base. It ranged from 67<sup>th</sup> Avenue on the east to Rooks Road alignment on the west and roughly, Camelback Road on the south to the County line on the north.

## **Small Area Transportation Studies**



**Figure 3. Small Area Transportation Studies Map**



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## Corridor Studies

Corridor studies will be completed for all Primary System roads in unincorporated Maricopa County. The schedule for completion will vary depending on several factors and there may be more than one study for the entire length of a route. Completed corridor studies include:

**MCDOT will have completed 16 Corridor Studies by the end of FY 2002.**

1. Ninety-ninth Avenue from I-10 to Glendale Avenue.
2. Carefree Highway from Lake Pleasant Road to Cave Creek Road.
3. Ellsworth Road from Hunt Highway (County Line) to Warner Road.
4. Loop 303 from MC 85 north and east to Lake Pleasant Road.
5. MC85 from SR85 to 75th Avenue.
6. Dysart Road from Northern Avenue to Greenway Road.
7. Riggs Road from I-10 east to Meridian Road.
8. I-17 Parallel Access.
9. Jackrabbit Trail/Tuthill Road from Germann Road to Indian School Road.
10. Power Road from Riggs Road to Guadalupe Road.
11. Gilbert Road from Williams Field Road to Hunt Highway.
12. Queen Creek Road from Gilbert Road to Power Road.
13. Loop 303 Location Study.

Corridor studies that are ongoing or will begin in fiscal year 2002 include:

1. McDowell Road from Jackrabbit Trail to Sun Valley Parkway.
2. Loop 303 Southern Extension Location Study, MC-85 to Riggs Road.
3. Olive Avenue from Dysart Road to White Tank Mountain Regional Park.

## Bicycle Transportation System Plan

The purpose of the Bicycle Transportation System Plan is to serve as an implementation element of the Transportation System Plan and Comprehensive Plan. It is also intended to clearly define County bicycle policy and provide recommendations for the future. In addition to recommending bicycle transportation policies and identifying the benefit/cost of bicycle facilities, the Bicycle Plan identifies a County-wide bike network. An important element of the bike network is the planned integration of bike routes between the County and neighboring jurisdictions. The Bicycle Transportation System Plan recommends the following policies:

### General Bicycle Policy

Maricopa County recognizes bicycling as a viable transportation mode, and actively works toward consistently and prudently improving the transportation network to increase access to the system for bicyclists. The plan establishes objectives for implementation.





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## Facility Commitment Policy

MCDOT shall include bicycle facilities on all County roadways as described in the Roadway Design Manual and the Pavement Marking Manual. Bicycle projects not directly combined with a larger roadway project shall be evaluated separately during the Transportation Improvement Program process. The TIP selection process rates projects with bicycle elements higher than projects without bicycle elements.



*MCDOT sponsored bike ride to test the new chip seal on the Sun Valley Parkway.*

## Organizational Change Policies

MCDOT shall institute a multi-modal review process during project planning and design as well as during review of subdivision and development proposals to ensure proper inclusion of bicycle, pedestrian, and transit needs. Partners, contractors, and customers of MCDOT are to be informed of the position of the County towards bicycle transportation and encouraged to follow the same standards and principles when working in the County.

The cost of building streets with wide paved shoulders/bicycle lanes is 4-6% higher than building the same roadway without the additional width. However, analysis of the benefits versus costs indicate the initial investment and increased operating cost are outweighed by the advantages to the public. These benefits include:

- Accident reduction.
- Fewer vehicle miles traveled.
- Improved air quality.
- Enhanced road capacity.
- Ease of maintenance.
- Pedestrian buffers .



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## Major Streets and Routes Plan

The Maricopa County Major Streets and Routes Plan (as identified in the Comprehensive Plan) was completed and adopted in FY 2001. This plan defines the County roadway functional classifications, future functional classifications for all primary and secondary roads, ultimate roadway right-of-way requirements, and six overlays applied to county roadways. This plan consists of a policy guide and a street atlas.

## Cultural Resources Management & Historic Preservation

Prior to project construction, MCDOT conducts historic preservation activities for each TIP project. Depending upon the nature and location of the proposed project, our professional evaluations may include the following types of activities:

- Site file archival research.
- Archaeological survey and site documentation.
- Traditional cultural property evaluations.
- Historic building surveys.
- Historic engineering records reviews.
- Site avoidance planning.
- Archaeological test excavations to determine site significance.
- Site mitigation excavations.
- Repatriation of human remains and sacred objects.
- Anthropological and ethnographic studies.

All aspects of our cultural resources management activities are conducted in keeping with the provisions of the Arizona Antiquities Act and the State Historic Preservation Act, as well as in keeping with federal laws, regulations and policies.



*Contract archaeologists from the Phoenix office of URS Corporation discuss the excavation of a prehistoric Hohokam water control feature. The site "test" excavations were conducted prior to the construction of MCDOT's 107th Avenue Project*

Consultation with Native American tribes and outreach with the public are important activities of the historic preservation planning process. Our standards for the confidentiality of records and consultation activities are in keeping with the current standards of anthropological and archaeological practice, and state and federal law.

All projects included in the Transportation Improvements Program (TIP) have been recommended by the Transportation Advisory Board (TAB) and approved by the Board of Supervisors (BOS). When each project is approved, it is assigned to a team headed by an experienced project manager. Team composition varies with the project's scope and complexity. The project manager is exclusively responsible for the project from the Development Phase through the Construction Phase.

The Development Phase includes a preliminary design in the form of a Design Concept Report (DCR) and a final design. The Construction Phase involves right-of-way acquisition, utility relocation, and actual construction. Once construction begins, the project manager shares the responsibility for the project with the MCDOT Operations and Construction Division. Each team member is responsible for completing assigned tasks on schedule and within budget.

Before a project can be recommended to the BOS for the Construction Phase of the TIP it is required that the DCR, detailed plans, and all intergovernmental agreements be completed. Affected utility companies, adjoining municipalities, and all project partners are provided copies of the preliminary plans for review and comment. All partnering agreements are then finalized during the DCR stage of the project development. When the DCR is completed, it is evaluated and numerically ranked against all other DCRs for consideration to continue on to design. The ranking system is used as a guide in recommending the best projects to the TAB and BOS for inclusion in the TIP. A public involvement plan ensures that input from County citizens is obtained and considered as part of the DCR development process.

A project is designed only after a DCR is completed. Sometimes a project will be designed but not immediately scheduled for construction. This creates a shelf project that can later be scheduled for construction to take advantage of increased revenues or schedule slippage by other projects. However, in most cases the project will be considered for construction as the design plans near completion.



*Each TIP project is evaluated for environmental impacts. Mitigation for the loss of vegetation (wildlife habitat) is typically included for TIP projects.*



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The Public Works Land and Right-of-Way Division then begins to acquire the needed land from neighboring property owners. Obtaining right-of-way is a vital step in the construction process, since MCDOT can only build on property it owns or has legal access to through easements. The Public Works Land and Right-of-Way Division handles all appraisals, real property title services, relocations, and negotiations with property owners and courts. As the final project details are worked out, the public is again involved, usually at a local public meeting.



*Flooded roadways caused by brief but intense storms frequently cause temporary road closures. MCDOT is addressing this issue by programming a new bridge across New River on Deer Valley Road, west of 75th Avenue .*

When plans and specifications are finalized, potential contractors are notified about the project to solicit bids for construction. The procurement process requires MCDOT to use an open and competitive bidding process to award projects to general contractors. The County must accept the lowest, most responsible bidder.

Maricopa County personnel provide construction quality control inspections of all materials and processes to ensure the project is constructed to the contract specifications. Upon completion of the project, a one-year warranty period begins to ensure the completed project was built as intended and will withstand the Arizona environment.

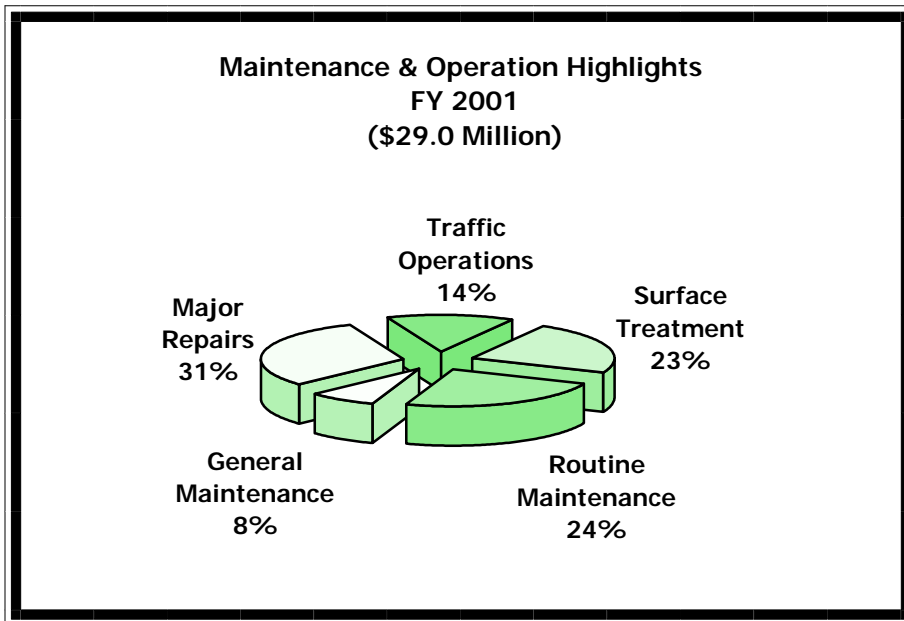




# 2001 Maintenance and Operation Highlights

While it is easy to see tax dollars at work through new construction projects, nearly a quarter of MCDOT's budget is dedicated to roadway maintenance and minor repairs. The purpose of the Operate and Maintain Transportation Systems program is to provide roadway upkeep and traffic flow management to the traveling public so that they can have safe trips on smooth, cost effective roads. Key results of our success are measured by the percentage of arterial road mileage with pavement condition rating of "good" or better.

MCDOT splits its maintenance expenditures into five major categories: surface treatments, routine maintenance, general maintenance, major repairs and traffic operations. These categories account for nearly \$29 million annually. Nearly 290 employees are required to maintain Maricopa County's 2,714 miles of roadway, 246 bridges, 38,300 traffic signs and 115 signalized intersections.



**Figure 4. Maintenance & Operation Highlights FY 2001**

## Surface Treatments

Surface treatments account for \$6.7 million annually. Treatments include chip sealing (375 lane miles), preservative sealing (100 lane miles) and slurry sealing (60 lane miles). Surface treatments are relatively inexpensive methods of road maintenance. Chip sealing is a sprayed application of asphalt binder immediately covered by a layer of one-sized aggregates. The chip seal provides a new wearing surface. Slurry sealing involves applying a mixture of asphalt, sand, mineral filler and water onto the roadway.



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## Routine Maintenance

The purpose of the Roadway Maintenance activities is to provide upkeep of roadways in primarily unincorporated areas of the County for the traveling public so they can have safe trips on smooth, cost effective roads. Routine maintenance accounted for \$6.9 million during fiscal year 2001. Routine maintenance includes grading dirt roads (673 miles approximately six times per year) and shoulders of paved roadways (1280 miles three times per year), sweeping paved (462 miles) arterials every three weeks and local roads every eight weeks and filling surface cracks (200 lane miles) and potholes.



*Roadway chip sealing , one of seven types of surface improvements*

## General Highway Maintenance

General highway maintenance accounts for \$2.3 million dedicated to financing such activities as the Adopt-A-Highway program, mowing, trash and weed pickup, ditch and channel maintenance, median maintenance, graffiti clean up, and curb and gutter maintenance.

## Major Repairs

Major repairs accounted for \$8.9 million in FY 2001. Major repairs (239 lane miles) include asphalt rubber overlay (119 lane miles), roadway rehabilitation, re-grading and plating (resurfacing a dirt road with an aggregate base), and bridge rehabilitations.

## Traffic Operations

In the maintenance operation budget, traffic operations account for nearly \$4.2 million of the total budget. Traffic operations include re-striping (1,620 miles) the roads, maintaining and installing traffic signs and signals, and providing work zone traffic control during maintenance and construction work.



## MCDOT Notable Facts and Figures

(as of Fiscal year 2000)



There are:

2,714 miles of roadway in the Maricopa County system.

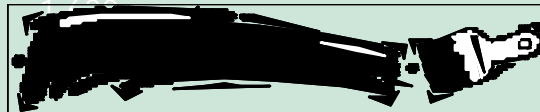
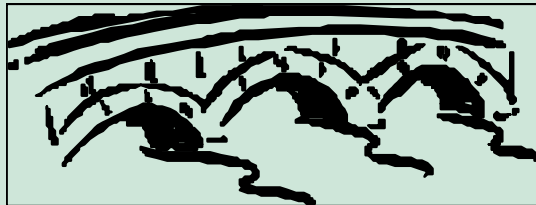
2,042 miles of paved road in the system.

673 miles of graded road in the system.

We have:

23 major river bridges

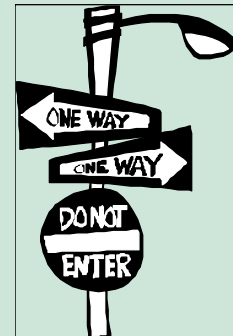
223 minor bridge structures



We paint: 1,620 roadway striping miles a year



We maintain:  
115 signalized  
intersections



We have 38,300 signs  
(placed in the unincorporated County)

Figure 5. MCDOT Notable Facts and Figures FY 2000

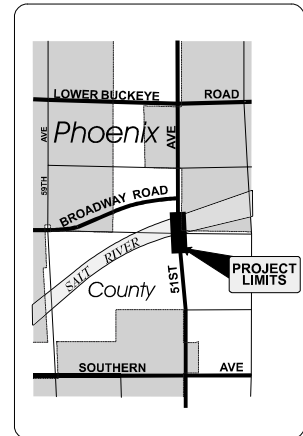


## Construction Projects Completed as of June 30, 2001

### 51st Avenue Bridge @ Salt River (Design Build)

General Contractor: Deleuw Cather  
 Construction Manager: Kiewit Western  
 Contract Price: \$12,776,879  
 Construction Start: 7/6/99  
 Completion: 12/2/00  
 Work Order: 68951

This project constructed a new five lane bridge over the Salt River at 51st Avenue. The North end of project area is a wetland/riparian area. This Design/Build project was selected as the APWA 2000 project of the year.



51st Avenue Bridge at the Salt River (Design Build)

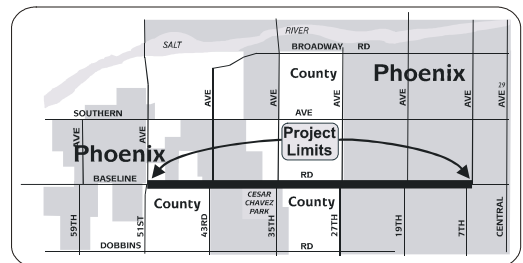


Baseline Road Clearing and Fence Construction

### Baseline Road (7th Avenue to 43rd Avenue)

General Contractor: Contractors Abatement Services  
 Construction Manager: MCDOT  
 Contract Price: \$247,173  
 Construction Start: 3/27/00  
 Completion: 10/16/00  
 Work Order: 68926

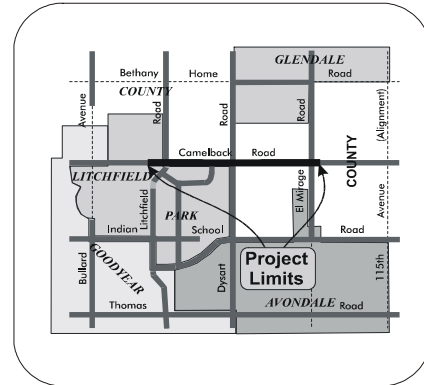
This project right-of-way was cleared for the eventual road-way's reconstruction.



## Camelback Road (Litchfield Road to El Mirage Road)

Engineering Firm: Cella-Barr  
 General Contractor: Nesbitt Contracting  
 Construction Manager: CMX  
 Contract Price: \$5,078,902  
 Construction Start: 1/4/00  
 Completion: 12/14/00  
 Work Order: 68227

This project widened the existing two lane road to four lanes with medians, curb and gutter, and major drainage improvements.



Camelback Road at Dysart Road

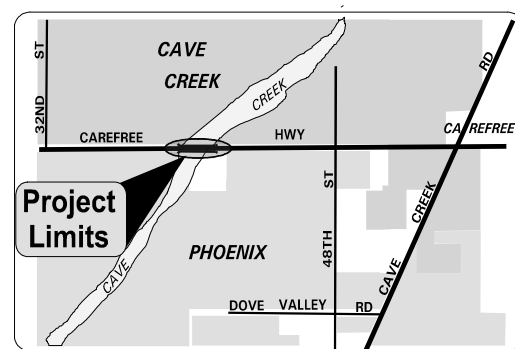


Carefree Highway Bridge Scour Protection

## Carefree Highway Bridge

Engineering Firm: Michael Baker  
 General Contractor: Bison Contracting  
 Construction Manager: CEI  
 Contract Price: \$753,740  
 Construction Start: 8/28/00  
 Completion: 12/4/00  
 Work Order: 68935

This project provided scour protection for the bridge.

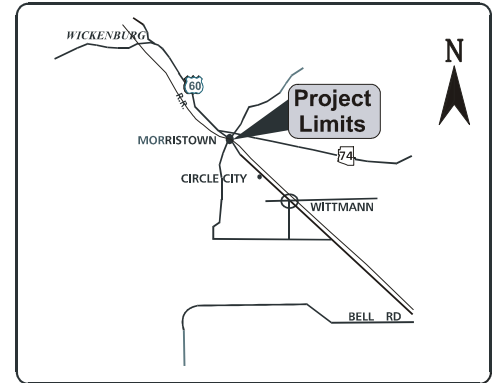




## Gates Road (ATSF Railroad and US 60)

Engineering Firm:	Coe & Van Loo
General Contractor:	J. Banicki Construction
Construction Manager:	MCDOT
Contract Price:	\$222,644
Construction Start:	7/31/00
Completion:	9/13/00
Work Order:	68715

This project provided a new railroad crossing.



*Gates Road (ATSF Railroad and US 60)*

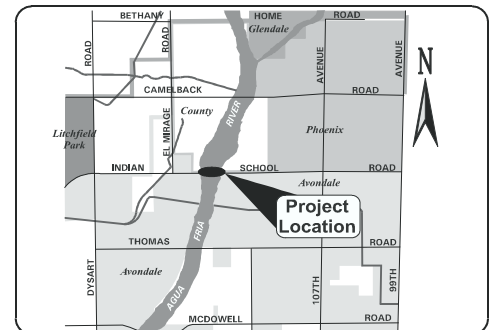


*Indian School Road Bridge Scour Protection*

## Indian School Road Bridge (at the Agua Fria River)

Engineering Firm:	Michael Baker
General Contractor:	FNF Construction
Construction Manager:	MCDOT
Contract Price:	\$1,293,918
Construction Start:	1/15/01
Completion:	5/22/01
Work Order:	68937

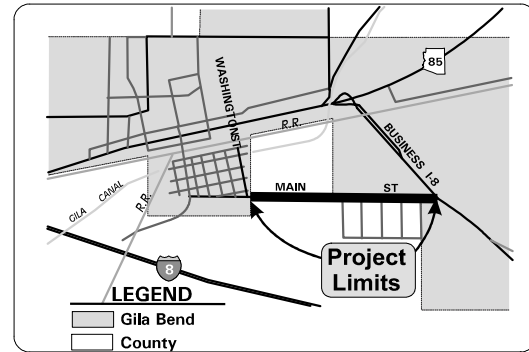
This project provided scour protection for the bridge



## Main Street (Gila Bend)

Engineering Firm:	MCDOT Staff
General Contractor:	Combs Construction
Construction Manager:	MCDOT
Contract Price:	\$937,504
Construction Start:	1/31/00
Completion:	7/31/00
Work Order:	16092

This project provided a paved two lane road and provided upgraded drainage.



*Gila Bend, Main Street Paving*

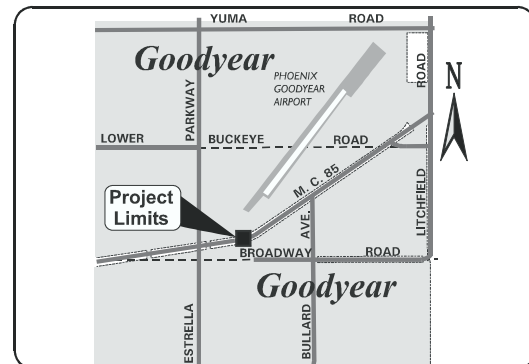


*MC Highway 85 Bridge Removal and Pipe Installation*

## MC Highway 85 Bridge

Engineering Firm:	MCDOT Staff
General Contractor:	Stronghold Contracting
Construction Manager:	MCDOT
Contract Price:	\$197,027
Construction Start:	6/12/00
Completion:	7/3/00
Work Order:	68820

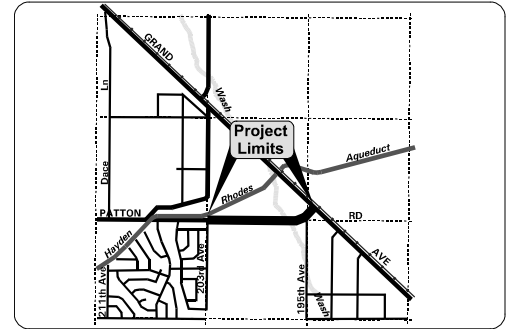
This project consisted of removing the wash bridge and installing new pipes.



## Patton Road (West of Grand Avenue)

Engineering Firm:	MCDOT Staff
General Contractor:	J. Banicki Construction
Construction Manager:	MCDOT
Contract Price:	\$127,884
Construction Start:	7/31/00
Completion:	9/13/00
Work Order:	69006

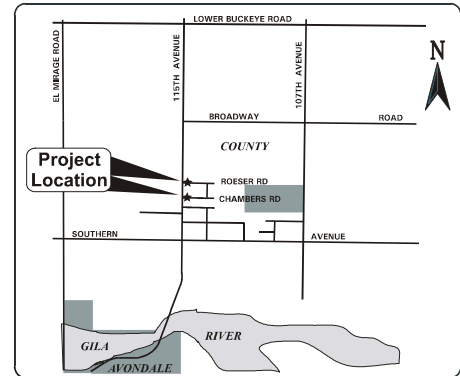
This redesigned and constructed the existing curve on Patton Road and installed a cross-culvert for low water flows.



## Roeser Road/ Chambers Road Bridges

Engineering Firm:	MCDOT Staff
General Contractor:	Stronghold Construction
Construction Manager:	MCDOT Staff
Contract Price:	\$277,679
Construction Start:	7/3/00
Completion:	11/30/00
Work Order:	69017

This project built two bridges that provide access from 115th Avenue to the community on the eastside of the Buckeye Feeder Ditch.



Chambers Road Bridge at the Buckeye Feeder Ditch, 115th Ave.

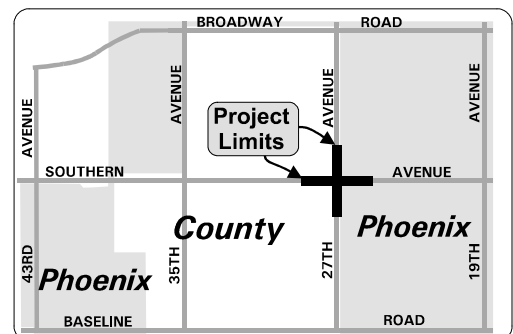


Southern Avenue at 27th Avenue Intersection

## Southern Avenue at 27th Avenue

Engineering Firm:	MCDOT Staff
General Contractor:	Haydon Building Corp.
Construction Manager:	Parsons-Brinkerhoff
Contract Price:	\$313,809
Construction Start:	11/1/00
Completion:	2/6/01
Work Order:	68926

This project provided roadway intersection improvements.

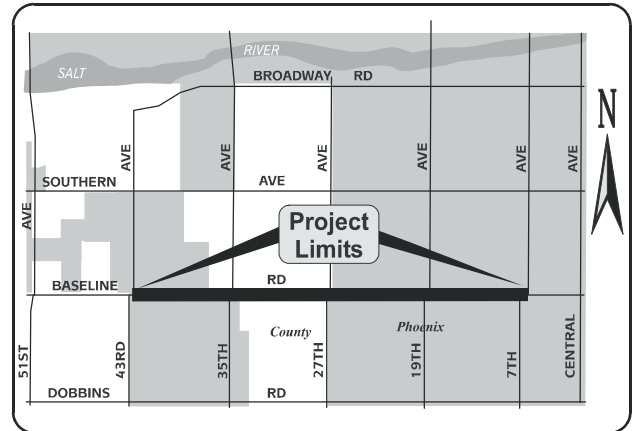


# Projects Under Construction, Contract, Or Award by June 30, 2001

## Baseline Road: 43rd Avenue to 7th Avenue

Engineering Firm:	URS
General Contractor:	Pulice Construction
Construction Manager:	Parsons—Brinckerhoff
Contract Price:	\$13,349,720
Construction Start:	11/6/00
Completion:	21%
Work Order:	68914

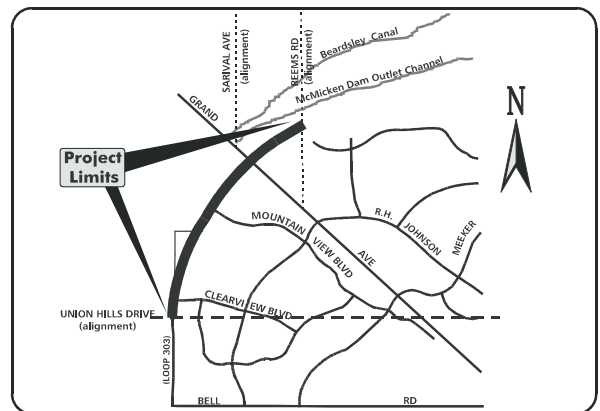
This project will widen Baseline Road from two lanes to four lanes plus a continuous left-turn lane, a storm drain system, and realignment of the 19th, 27th, and 43rd Avenue intersections.



## Estrella Overpass (Loop 303) @ Grand Avenue (US 60)

Engineering Firm:	Cannon & Associates
General Contractor:	Ed Kraemer & Sons
Construction Manager:	HDR
Contract Price:	\$12,182,196
Construction Start:	10/2/00
Completion:	52%
Work Order:	69005

This project will realign and extend the Estrella Roadway (Loop 303) to the Deer Valley Road alignment and provide an overpass across Grand Avenue (US 60).





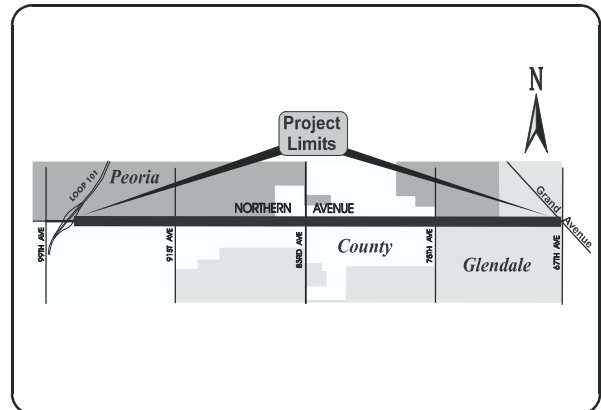
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## Projects Under Construction or Contract (continued)

### Northern Avenue: Loop 101 to Grand Avenue

Engineering Firm:	Stanley Consultants
General Contractor:	Achen-Gardner
Construction Manager:	Earth-Tech
Contract Price:	\$6,988,436
Construction Start:	7/17/00
Completion:	78%
Work Order:	68915

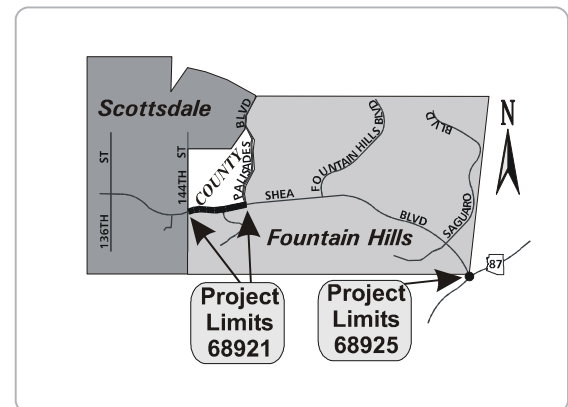
This project will construct five lanes, including a continuous left turn lane, curb, gutter, and storm drains.



### Shea Boulevard: 144th Street to Palisades Blvd & S.R. 87 to 520 m west

Engineering Firm:	Huitt-Zollars
General Contractor:	Hunter Contracting
Construction Manager:	Parsons-Brinkerhoff
Contract Price:	\$1,707,700
Construction Start:	7/11/00
Completion:	99%
Work Order:	68921 & 68925

This project will widen Shea Boulevard in two places from four lanes with a median to a six lane curbed section with a raised median.



## TIP Projects Completed During Fiscal Year 2001

Project Name	Project Limits	Type of Work	Date Completed	Cost
51st Avenue	@ Salt River	New bridge	December 2, 2000	\$12,776,879
51st Avenue	Santa Cruz to Tashquinih Dr	Roadway design	FY 2001	\$98,000
83rd Avenue	Northern Ave to Olive Ave	Roadway design	FY 2001	\$124,743
91st Avenue	Deer Valley Rd to Pinnacle Peak Rd	Roadway Construction by the City of Peoria via IGA.	FY 2001	\$230,000
115th Avenue	MC 85 to McDowell Rd	Roadway design	FY 2001	\$310,372
Baseline Road	7th Ave to 43rd Ave	Roadway clearing & grubbing	October 16, 2000	\$247,173
Camelback Road	Litchfield Rd to El Mirage Rd	Roadway reconstruction & widening	December 14, 2000	\$5,078,902
Carefree Highway Bridge	@ Agua Fria River	Scour protection	December 4, 2000	\$753,740
Castle Hot Springs Road	East End of Pavement to 4 Miles North.	Roadway design	FY 2001	\$15,000
Gates Road	ATSF Railroad and US 60	New railroad crossing	September 13, 2000	\$222,644
Gilbert Road	Pecos Rd to Williams Field Rd	Design Concept Report	FY 2001	\$82,758
Hawes Road	Queen Creek Rd to Rittenhouse Rd	Roadway Construction by the Town of Queen Creek via an IGA.	FY 2001	\$492,000
Indian School Road Bridge	@ Agua Fria River	Scour protection	May 22, 2001	\$1,293,918
Main Street	Town of Gila Bend	Roadway paving	January 31, 2001	\$937,504
MC 85 Bridge	Avondale Wash	Construction of a new box culvert.	July 3, 2000	\$197,027
McKellips Road Bridge	@ Salt River	Bridge design	FY 2001	\$939,292
Patton Road	West of Grand Ave	New roadway and culvert	September 13, 2000	\$127,884
Peoria Avenue Bridge	@ New River (97th Ave)	Sidewalk additions	August 22, 2000	\$164,225
Power Road	Guadalupe Rd to Baseline Rd	Roadway design	FY 2001	\$582,712
Roeser Road/ Chambers Road	@ 115th Ave	New bridges	November 30, 2000	\$277,679
Southern Avenue	@ 27th Ave	Intersection improvement	February 6, 2001	\$313,809

**Table 3. TIP Projects Completed During Fiscal Year 2001**



## TIP Projects Deleted During FY 2001

Project Name	Project Limits	Type of Work	Savings
Cactus Road	91st Ave to 89th Ave	Design Concept Report	\$70,000
Cave Creek Transfer Station Roadway	County Landfill to Carefree Hwy	Roadway construction	\$600,000
Center Street (Wittmann)	Grand Ave to Hovey Ave	Roadway construction	\$100,000
Indian Springs Road	Estrella Parkway to El Mirage Rd	Drainage improvements	\$351,000
Meridian Road	Southern Ave to University Dr	Roadway design	\$60,000

**Table 4. TIP Projects Deleted During Fiscal Year 2001**

## TIP Projects Rescheduled During Fiscal Year 2001 Due to Budget Constraints

Project Name	Project Limits	Rescheduled From/ To	Type of Work
51st Avenue (Phase I)	Elliot Rd to Baseline Rd	2001 / 2005	Roadway widening from 2 to 4 lanes.
75th Avenue	MC 85 to Van Buren St	2001 / 2002	Design Concept Report
87th Avenue Channel	Deer Valley Rd to Williams Rd	2003 / 2004	Pavement and drainage improvements.
107th Avenue	Rose Garden Ln to Estrella Rdwy	2002 / 2003	New 2 lane roadway construction.
Alma School Road	Salt River Grade Control Structure	2004 / 2005	Scour protection
AZTech Smart Corridors	County Wide	2001 / 2004	Intelligent Transportation System implementation.
Bartlett Dam Road	Cave Creek Rd to Horse-shoe Dam Rd	2001 / 2002	Right-of-way acquisition
Chandler Boulevard	West of Gilbert Rd. right-of-way	2001 / 2003	Right-of-way acquisition
Ellsworth Road	Germann Rd to Guadalupe Rd	2002 / 2003	Roadway widening from 2 to 4 lanes.

**Table 5. TIP Projects Rescheduled During Fiscal Year 2001**





## TIP Projects Rescheduled During Fiscal Year 2001 Due to Budget Constraints (continued)

Project Name	Project Limits	Rescheduled From/ To	Type of Work
Ellsworth Rd	University Dr to McLellan Rd	2002 / 2004	Roadway widening from 2 to 4 lanes.
Estrella Parkway	Yuma Rd to McDowell Rd	2001 / 2004	Roadway widening from 2 to 4 lanes.
Lake Pleasant Road	Williams Rd to SR 74	2001 / 2002	Design Concept Report
Lindsay Road	Williams Field Rd to Ray Rd	2004 / 2005	Roadway widening from 2 to 4 lanes.
MC 85	107th Ave to 91st Ave	2001 / 2002	Design Concept Report
MC 85	91st Ave to 75th Ave	2001 / 2002	Design Concept Report
MC 85	Cotton Ln to Estrella Pkwy	2003 / 2005	Roadway widening from 2 to 4 lanes.
MC 85	Estrella Pkwy to Litchfield Rd	2002 / 2003	Roadway widening from 2 to 4 lanes.
McDowell Road	Pima Frwy to Alma School Rd	2001 / 2003	Roadway widening from 4 to 5 lanes.
McQueen Rd	Queen Creek Rd to Pecos Rd	2004 / 2006	Roadway widening from 2 to 4 lanes.
Ocotilla Road (Wickenburg)	End of Maintenance to Palo Verde Dr	2001 / 2002	Design Concept Report
Ocotillo Road	Basha Rd to Arizona Ave	2001 / 2002	Roadway design
Old US 80 Bridge	@ Hassayampa River	2004 / 2005	Scour protection
Queen Creek Road Culvert	@ Eastern Canal	2002 / 2003	Construct box culvert
Tuthill Road Bridge	@ Gila River	2002 / 2005	Scour protection
Val Vista Drive	Riggs Rd to 1/2 Mile S.	2001 / 2002	Pave dirt road
Williams Field Road	@ Higley Rd	2001 / 2005	Intersection improvements
Williams Field Road	Gilbert Rd to Lindsay Rd	2001 / 2006	Roadway design



# TIP Project Schedules, Listings, and Maps

## TIP Project Schedules

The TIP project schedules on the following pages represent estimated schedules by major activity:

- Design - including Design Concept Reports and preliminary engineering design;
- Right-of-way including the acquisition of land and/or legal access to land; and
- Construction - including utility relocation, environmental considerations and actual construction.
- Intergovernmental Agreement Payment - The time frame when MCDOT must pay for their contractual agreement concerning the joint funding of a project.

These project schedules reflect the earliest possible schedule per major activity. It is MCDOT policy to rush all projects to construction. Funds will be programmed on a "first ready, first fund" basis subject to funding availability.

## TIP Project Listings and Maps

The following pages list projects planned for fiscal years 2002-2006. A brief description, map, and financial information describes each project location. All projects are listed in alphabetical order.

## Intergovernmental Agreements (IGA) & Reimbursements

**MCDOT has 75  
projects  
programmed  
in FY 2002-  
2006**

The County enters into IGAs with other governmental agencies when roadway projects are to be jointly funded or other services are to be provided. Typically, the IGA describes the terms, conditions, schedule, and costs for each agency signing the agreement. The IGA must be approved by the Board of Supervisors as well as the governing body of each agency. When signed, it is recorded with the County Recorder and becomes public record. When all the terms of the IGA are satisfied, the agreement is completed and closed. Negative numbers shown in some of the following project tables represent reimbursements received from partnering cities and towns through an IGA. The reimbursements may be a one time payment or annual installments over several years.





Page	Project	FY2002			FY2003			FY2004			FY2005			FY2006		
51	<b>27th Avenue</b> (Twin Peaks to New River)	■	■		■	■	■									
52	<b>51st Avenue (Phase II)</b> (Baseline Rd to Broadway Rd ) & (Baseline Rd: 43 Ave to 51 Ave)										■	■	■			
53	<b>51st Avenue (Phase I)</b> (South of Elliot Road to Baseline Road)												■	■		
54	<b>75th Avenue</b> (MC85 to Van Buren Street)	■	■	■	■	■										
55	<b>87th Ave Channel</b> (Deer Valley Drive to Williams Road)							■	■	■	■	■	■			
56	<b>107th Avenue</b> (Rose Garden Lane to Estrella Roadway)				■	■	■									
57	<b>Alma School Road</b> (Salt River Grade Control Structure)				●	●	●	●	●	●		■	■			
58	<b>Alma School Road</b> (McLellan Road to McKellips Road)										■	■				
59	<b>AZTech Smart Corridors</b> (County Wide)	■	■	■	■	■	■						■	■	■	■
60	<b>Bartlett Dam Road</b> (Cave Creek Road to Horseshoe Dam Road)		●	●	●	●	●									
61	<b>Baseline Road</b> (7th Ave to 43rd Ave)	●	●	●	●	●										
62	<b>Bush Highway II</b> (McKellips Road to McDowell Road)							■	■							
63	<b>Cave Creek Road</b> (Lone Mountain to Carefree Highway)		★			★		★			★				★	
64	<b>Chandler Boulevard</b> (West of Gilbert Rd. right-of-way)				●	●	●	●	●	●						
65	<b>Chandler Heights Road Bridge</b> (At Sanoki Wash (Design))				■	■										
66	<b>Chandler Heights Road Bridge</b> (At Eastern Canal)													■	■	
67	<b>Deer Valley Road Bridge</b> (At New River)	●	●		■	■										
68	<b>El Mirage Road</b> (Beardsley Road to Loop 303)				■	■	■									

● ● ● ● Right-of-Way    ■ ■ ■ ■ Design    ■ ■ ■ ■ Construction    ★ IGA Reimbursement or Payment

**Table 6. TIP Projects Schedules by Major Activity (Estimated)**



Page	Project	FY2002			FY2003			FY2004			FY2005			FY2006		
69	<b>El Mirage Road</b> (Bell Road to Beardsley Road)				•	•	•	•	•	•						
70	<b>Elliot Road</b> (Val Vista Road to Greenfield Road)							★								
71	<b>Ellsworth Road</b> (Germann Road to Guadalupe Road)	■	■	■	■	•	•	•	•	•						
72	<b>Ellsworth Road</b> (University Drive to McLellan Road)	■	■	■	■			■	■	■	■	■	■			
73	<b>Estrella Roadway (Phase II)</b> (Interim Loop 303—Reems Road to Lake Pleasant Road)	■	■	■	■	■	■	■	■	■						
74	<b>Estrella Overpass</b> (3/4 mi South of Grand Ave to Reems Road)	■	■													
75	<b>Estrella Parkway</b> (Yuma Road to McDowell Road)				■	■	■	■	■	■						
76	<b>Gilbert Road (Phase I)</b> (McDowell Road to Thomas Road)	★			■	■										
77	<b>Gilbert Road</b> (Williams Field Road to Ray Road)						★									
78	<b>Higley Road</b> (Olney Road to Guadalupe Road)							★								
79	<b>Lake Pleasant Road</b> (Williams Road to S.R. 74 (DCR))	■	■	■	■											
80	<b>Lindsay Road</b> (Williams Field Road to Ray Road)										★					
81	<b>Loop 303</b> (Indian School to Clear View)	■	■	■	■	■										
82	<b>Loop 303</b> (Intersections Improvements)	■	■	■	■	■										
83	<b>Loop 303</b> (McDowell Road to 3/4 mi N. of Thomas Road)	■	■	■												
84	<b>M.C. Highway 85</b> (107th Avenue to 91st Avenue)	■	■	■	■											

• • • • Right-of-Way   ■ ■ ■ ■ Design   ■ ■ ■ ■ Construction   ★ IGA Reimbursement or Payment



Page	Project	FY2002	FY2003	FY2004	FY2005	FY2006
85	M.C. Highway 85 (91st Avenue to 75th Ave)	■ ■ ■ ■ ■ ■ ■ ■				
86	M.C. Highway 85 (Cotton Lane to Estrella Parkway)		● ● ● ● ● ● ● ●		■ ■ ■ ■ ■ ■ ■ ■	
87	M.C. Highway 85 (Estrella Parkway to Litchfield Road)			■ ■ ■ ■ ■ ■ ■ ■		
88	M.C. Highway 85 Bridge (At Agua Fria River)				■ ■ ■ ■ ■ ■ ■ ■	
89	McDowell Mountain Road (Shoulder widening, bicycle project)					■ ■ ■ ■ ■ ■ ■ ■
90	McDowell Road (Pima Freeway to Alma School Road)			■ ■ ■ ■ ■ ■ ■ ■		
91	McQueen Creek Road (Queen Creek Road to Pecos Road)	■ ■ ■ ■ ■ ■ ■ ■		● ● ● ● ● ● ● ●		■ ■ ■ ■ ■ ■ ■ ■
92	Northern Ave (Loop 101 (95th Ave) to 71st Ave)	■ ■ ■ ■ ■ ■ ■ ■				
93	Ocotilla Road (Wickenburg) (End of Maintenance to Palo Verde)	■ ■ ■ ■ ■ ■ ■ ■				
94	Ocotillo Road (Basha Road to Arizona Ave)	■ ■ ■ ■ ■ ■ ■ ■				
95	Old US 80 Bridge (At Hassayampa River)				■ ■ ■ ■ ■ ■ ■ ■	
96	Power Road Bridge (At Queen Creek Wash)		■ ■ ■ ■ ■ ■ ■ ■			
97	PM-10 Roads (County Wide) 16200	■ ■ ■ ■ ■ ■ ■ ■				
98	PM-10 Roads (Phase I—SE Mesa) 16201		■ ■ ■ ■ ■ ■ ■ ■			
99	PM-10 Roads (Phase I—West Valley) 16202		■ ■ ■ ■ ■ ■ ■ ■			
100	PM-10 Roads (Phase I—SE Valley) 16203		■ ■ ■ ■ ■ ■ ■ ■			
101	PM-10 Roads (Phase I—SE Mesa) 16204		■ ■ ■ ■ ■ ■ ■ ■			

● ● ● ● Right-of-Way   ■ ■ ■ ■ ■ ■ ■ ■ Design   ■ ■ ■ ■ ■ ■ ■ ■ Construction   ★ IGA Reimbursement or Payment





Page	Project	FY2002	FY2003	FY2004	FY2005	FY2006
102	PM-10 Roads (Phase II —NE Valley) 16205	■ ■ ■ ■	■ ■ ■ ■			
103	PM-10 Roads (Phase II —NE Valley) 16206	■ ■ ■ ■	■ ■ ■ ■			
104	PM-10 Roads (Phase II —NE Valley) 16207	● ● ● ● ■ ■ ■ ■	■ ■ ■ ■			
105	PM-10 Roads (Phase III —NE Valley) 16208	● ● ● ● ● ■ ■ ■ ■ ■	■ ■ ■ ■			
106	PM-10 Roads (Phase II —NW Valley) 16209	● ● ● ● ■ ■ ■ ■	■ ■ ■ ■			
107	PM-10 Roads (Phase II —NW Valley) 16210	● ● ● ● ■ ■ ■ ■	■ ■ ■ ■			
108	PM-10 Roads (Phase II —SW Valley) 16212	● ● ● ● ■ ■ ■ ■ ■ ■	■ ■ ■ ■			
109	PM-10 Roads (Phase II —SE Valley) 16213	● ● ● ● ■ ■ ■ ■ ■ ■	■ ■ ■ ■			
110	PM-10 Roads (Phase III —SE Valley) 16214	● ● ● ● ● ■ ■ ■ ■ ■	■ ■ ■ ■			
111	PM-10 Roads (Phase III —SE Valley) 16215	● ● ● ● ● ■ ■ ■ ■ ■ ■ ■	■ ■ ■ ■			
112	PM-10 Roads (Phase III —NE Valley) 16216	● ● ● ● ● ■ ■ ■ ■ ■ ■ ■	■ ■ ■ ■			
113	Queen Creek Road Culvert (At Eastern Canal)		■ ■ ■ ■			
114	Queen Creek Road (Arizona Ave to McQueen Road)			● ● ● ● ● ● ● ●		■ ■ ■ ■ ■ ■ ■ ■ ■ ■
115	Ray Road (Lindsay Road to Greenfield Road)			★		
116	Riggs Road (I-10 to Price Road)			■ ■ ■ ■		
117	Riggs Road (Arizona Ave to Gilbert Road)				★	
118	Rio Salado (McClintock to Smith Road)	★				

● ● ● ● Right-of-Way ■ ■ ■ ■ Design ■ ■ ■ ■ Construction ★ IGA Reimbursement or Payment



Page	Project	FY2002			FY2003			FY2004			FY2005			FY2006		
119	Thomas Road (99th Avenue to 91st Avenue)							★								
120	Tuthill Road Bridge (At Gila River)										—					
121	Val Vista Drive (Ray Road to Warner Road)							★								
122	Val Vista Drive (Riggs Road to 1/2 Mi. South)	★														
123	Warner Road (Lindsay Road to Greenfield Road)							★								
124	Williams Field Road (At Higley Road)									••••			—			
125	Williams Field Road (Gilbert Road to Lindsay Road)	—	—	—												

•••• Right-of-Way    — — — — Design    — Construction    ★ IGA Reimbursement or Payment





# 27th Avenue

(Twin Peaks Lane to New River Road)

District : 3

Map Reference : 1

**Description :** This project will improve the vertical alignment as well as grade, drain, and pave the existing gravel road between Twin Peaks Lane and New River Road. The proposed improvements will enhance safety, ride-ability, and air quality.

- Key Issues :**
- Traffic on the existing unpaved road creates a dust problem for local residents.
  - Anticipate relocation of some native plants within the new right-of-way.
  - Steep grades and sight distance requirements will limit the design speed to 25 mph.

**Project Manager :** David DeWeese

**Work Order :** 16100

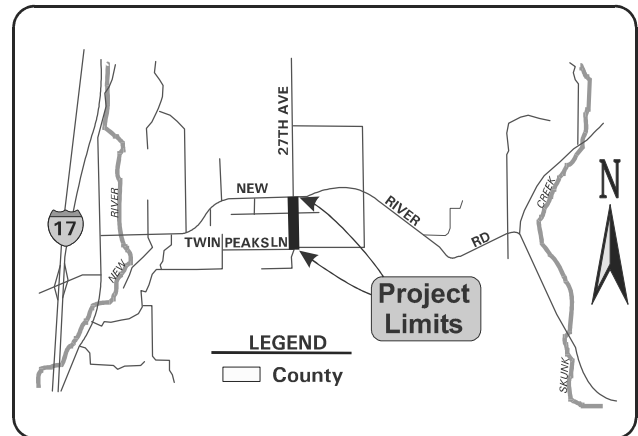
**Length :** 0.4 mile

**IGA Partnering :** None

**Estimated Construction Date :** Fall/Winter 2001

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** An additional 40' of new right-of-way has been acquired for the total of 80' needed to upgrade the road.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$57	\$57	0	0	0	0	0	0	0
Environmental	\$2	\$2	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$360	\$167	\$193	0	0	0	0	\$193	0
<b>Project Total</b>	<b>\$419</b>	<b>\$226</b>	<b>\$193</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$193</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$419</b>	<b>\$226</b>	<b>\$193</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$193</b>	<b>0</b>

Program Expenditures in Thousands



# 51st Avenue (Phase II)

(Broadway Road to Baseline Road) &  
(Baseline Rd: 43rd Ave to 51st Ave)

**District :** 5

**Map Reference :** 2

**Description :** This project will widen the existing two lane roadway to a four lane roadway with a raised median.

- Key Issues :**
- Utility relocation.
  - Coordination with the Baseline Road Project and the 51<sup>st</sup> Avenue design-build bridge project at the Salt River. Coordination with the 51<sup>st</sup> Avenue project south of Baseline and with SRP relocation design.
  - Relocation of 51<sup>st</sup> Avenue centerline.

**Project Manager :** Thomas Larson

**Work Order :** 68943

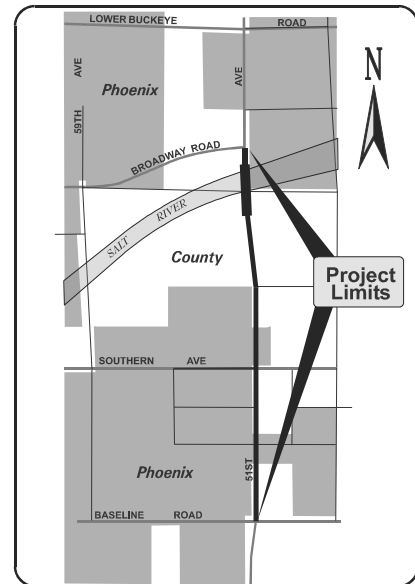
**Length :** 3 miles

**IGA Partnering :** City of Phoenix for right-of-way acquisition.  
FCD for the Laveen Conveyance channel.

**Estimated Construction Date :** 2005

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** The existing right-of-way is 73'. 150' – 175' will be needed to complete the project.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$599	\$599	0	0	0	0	0	0	0
Right-of-Way	\$714	\$714	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	\$1,032	\$532	0	\$500	0	\$500		\$1,000	0
Construction	\$9,805	\$195	0	0	0	\$2,760	\$6,350	\$9,110	0
<b>Project Total</b>	<b>\$12,150</b>	<b>\$2040</b>	<b>0</b>	<b>\$500</b>	<b>0</b>	<b>\$3,260</b>	<b>\$6,350</b>	<b>\$10,110</b>	<b>0</b>
Reimbursements	(\$123)	(\$123)	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$12,027</b>	<b>\$1,917</b>	<b>0</b>	<b>\$500</b>	<b>0</b>	<b>\$3,260</b>	<b>\$6,350</b>	<b>\$10,110</b>	<b>0</b>

*Program Expenditures in Thousands*



# 51st Avenue (Phase I)

(South of Elliot Road to Baseline Road)

District : 5

Map Reference : 3

**Description :** This project will widen 51st Avenue from Baseline to Elliott Road from a two lane major arterial to a three lane major arterial south of Dobbins, a five lane arterial from Dobbins to Baseline, plus increasing the turning radii at the intersection.

- Key Issues :**
- Safety of Laveen residents.
  - Truck traffic (20%).
  - Coordination with all stakeholders.
  - Project is on hold due to City of Phoenix negotiations with developers for additional funding to add additional lanes from Dobbins to Baseline.
  - New housing development and increases in traffic volume.

**Project Manager :** Nariman Zadeh

**Work Order :** 68913

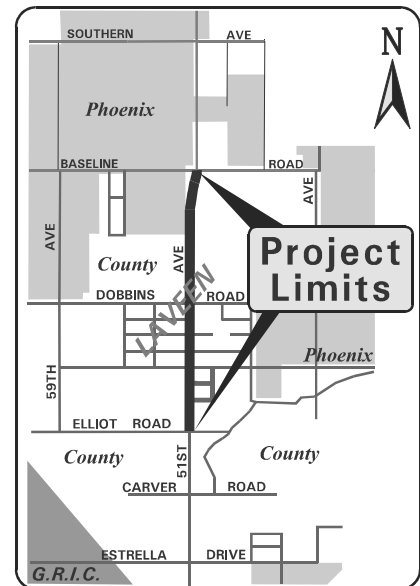
**Length :** 2 miles

**IGA Partnering :** The City of Phoenix.

**Estimated Construction Date :** 2005

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Additional right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$18	\$18	0	0	0	0	0	0	0
Right-of-Way	\$707	\$707	0	0	0	0	0	0	0
Environmental	\$20	\$20	0	0	0	0	0	0	0
Utilities	\$500	\$200	0	0	\$300	0	0	\$300	0
Construction	\$2,231	\$450	0	0	\$5	\$602	\$1,150	\$1,757	0
<b>Project Total</b>	<b>\$3,452</b>	<b>\$1,395</b>	<b>0</b>	<b>0</b>	<b>\$305</b>	<b>\$602</b>	<b>\$1,150</b>	<b>\$2,057</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$3,452</b>	<b>\$1,395</b>	<b>0</b>	<b>0</b>	<b>\$305</b>	<b>\$602</b>	<b>\$1,150</b>	<b>\$2,057</b>	<b>0</b>

Program Expenditures in Thousands



# 75th Avenue

(MC 85 to Van Buren Street)

**District :** 5

**Map Reference :** 4

**Description :** This project will result in a Design Concept Report for the reconstruction of 75<sup>th</sup> Avenue from two lanes to five lanes including a continuous left-turn lane. It also includes possible utility relocations and upgrades to the Southern Pacific Railroad crossing. The project should increase roadway travel capacities and traffic safety.

- Key Issues :**
- Value Engineering to be performed on this project.
  - Drainage canal crossing bridge upgrade.
  - Railroad crossing upgrade and high truck traffic .
  - Power line relocation .
  - Irrigation canal coordination and FCDMC is conducting a floodplain study.

**Project Manager :** Sami Ayoub

**Work Order :** 68986

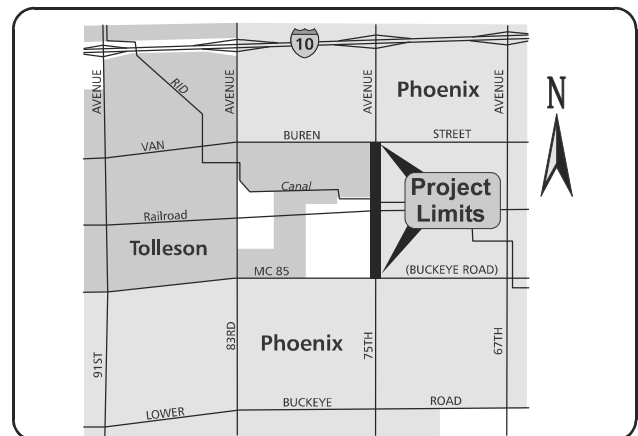
**Length :** 1 mile

**IGA Partnering :** The cities of Phoenix and Tolleson are potential project partners.

**Estimated Construction Date :** This project is currently programmed for a Design Concept Report only.

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Additional right-of-way will be acquired from the existing 66'-110' of width.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$310	\$75	\$35	0	0	0	0	\$35	\$200
Right-of-Way	\$32	0	0	0	0	0	0	0	\$32
Environmental	\$24	0	0	0	0	0	0	0	\$24
Utilities	\$250	0	0	0	0	0	0	0	\$250
Construction	\$2195	\$50	0	0	0	0	0	0	\$2,145
<b>Project Total</b>	<b>\$2,811</b>	<b>\$125</b>	<b>\$35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$35</b>	<b>\$2,651</b>
Reimbursements	(\$1,155)	0	0	0	0	0	0	0	(\$1,155)
<b>MCDOT Net Cost</b>	<b>\$1,656</b>	<b>\$125</b>	<b>\$35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$35</b>	<b>\$1,496</b>

Program Expenditures in Thousands



# 87th Avenue Channel

(Deer Valley Road to Williams Road)

District : 4

Map Reference : 5

**Description :** This is a pavement and drainage improvement project.

- Key Issues :**
- Flooding of the 87<sup>th</sup> Avenue project area within the county right-of-way and Deer Valley Road is being studied by MCFCD.
  - Citizen concerns about speed of traffic, recent developments, City of Peoria annexation, roadway improvements impacting their quality of life.
  - FCDMC Master Drainage Study results.

**Project Manager :** Thomas Larson

**Work Order :** 68961

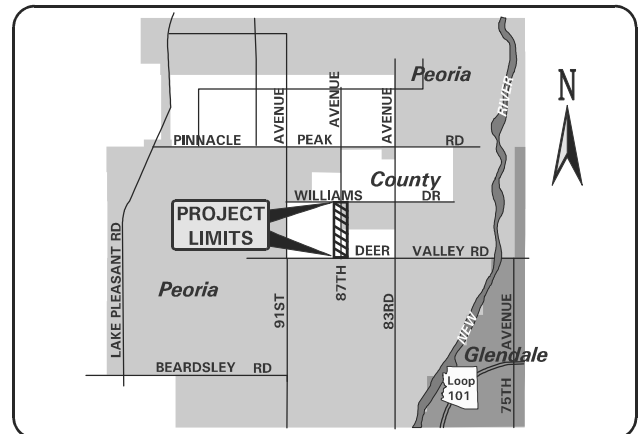
**Length :** ½ mile

**IGA Partnering :** Flood Control Dist. and the City of Peoria are potential partners.

**Estimated Construction Date :** 2004

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-way will be acquired at the NW corner of 87th Ave & Deer Valley Road.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$88	\$41	0	0	\$47	0	0	\$47	0
Right-of-Way	\$50	0	0	0	\$50	0	0	\$50	0
Environmental	\$8	0	0	0	\$8	0	0	\$8	0
Utilities	\$100	0	0	0	\$100	0	0	\$100	0
Construction	\$673	\$28	0	0	\$10	\$635	0	\$645	0
<b>Project Total</b>	<b>\$919</b>	<b>\$69</b>	<b>0</b>	<b>0</b>	<b>\$215</b>	<b>\$635</b>	<b>0</b>	<b>\$850</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$919</b>	<b>\$69</b>	<b>0</b>	<b>0</b>	<b>\$215</b>	<b>\$635</b>	<b>0</b>	<b>\$850</b>	<b>0</b>

Program Expenditures in Thousands





# 107th Avenue

(Rose Garden Lane to Estrella Roadway)

District : 4

Map Reference : 6

**Description :** This project will construct a new two lane roadway for dust control and connection to Estrella Roadway (Loop 303). Project is expected to go to bid May 2002.

- Key Issues :**
- Dust control.
  - Connection to Estrella Roadway.
  - Coordination of local development construction.
  - Construct with Estrella Roadway to provide borrow dirt.

**Project Manager :** Ray Smith

**Work Order :** 68932

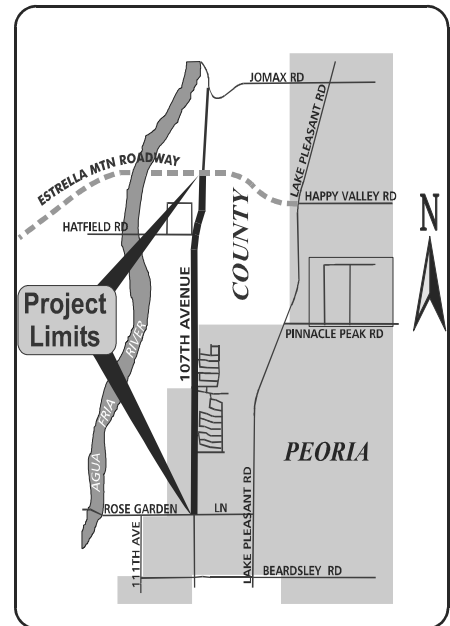
**Length :** 2 miles

**IGA Partnering :** IGA with the City of Peoria.

**Estimated Construction Date :** 2001

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Some additional right-of-way will be needed to accommodate cut and fill slopes.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$284	\$284	0	0	0	0	0	0	0
Right-of-Way	\$462	\$462	0	0	0	0	0	0	0
Environmental	\$16	\$16	0	0	0	0	0	0	0
Utilities	\$152	\$152	0	0	0	0	0	0	0
Construction	\$2410	\$253	\$36	\$2,130	0	0	0	\$2,166	0
<b>Project Total</b>	<b>\$3,335</b>	<b>\$1,178</b>	<b>\$36</b>	<b>\$2,130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2,166</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$3,335</b>	<b>\$1,178</b>	<b>\$36</b>	<b>\$2,130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2,166</b>	<b>0</b>

Program Expenditures in Thousands



# Alma School Road

## (Salt River Grade Control Structure)

District : 2

Map Reference : 7

**Description :** This project will redesign the existing grade control structure which is needed to protect the Alma School Road Bridge foundations from flood water eroding the soil.

**Key Issues :**

- Acquiring access, temporary construction easements, and new right-of-way from Salt River Pima Maricopa Indian Community.
- Design for full depth of the downstream head cut caused by unregulated mining in the river bed.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 80408

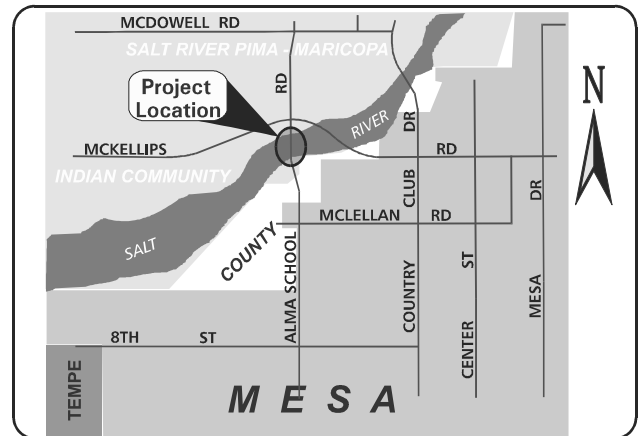
**Length :** Approximately 940 feet

**IGA Partnering :** Not anticipated

**Estimated Construction Date :** FY 2005

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** A 73' wide strip of right-of-way along the width of the river will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$91	\$91	0	0	0	0	0	0	0
Right-of-Way	\$93	\$1	0	\$92	0	0	0	\$92	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$3,725	\$33	\$1	\$1	\$1	\$2,602	\$1,087	\$3,784	0
<b>Project Total</b>	<b>\$3,909</b>	<b>\$125</b>	<b>\$1</b>	<b>\$93</b>	<b>\$1</b>	<b>\$2,602</b>	<b>\$1,087</b>	<b>\$3,784</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$3,909</b>	<b>\$125</b>	<b>\$1</b>	<b>\$93</b>	<b>\$1</b>	<b>\$2,602</b>	<b>\$1,087</b>	<b>\$3,784</b>	<b>0</b>

Program Expenditures in Thousands



# Alma School Road

(McLellan Road to McKellips Road)

**District :** 2

**Map Reference :** 8

**Description :** This project will widen the south bridge over the Salt River on Alma School Road from McLellan Road to the north bridge.

- Key Issues :**
- Coordination with Salt River Pima Maricopa Indian Community.
  - Scour protection of existing bridge.
  - Coordination with all stakeholders.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 68931

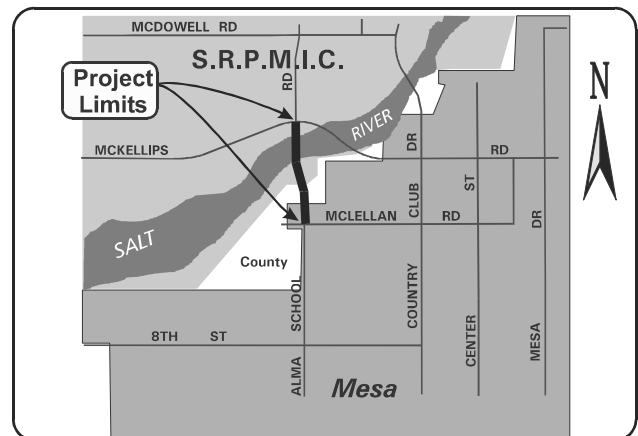
**Length :** .75 mile

**IGA Partnering :** None

**Estimated Construction Date :** 2003

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Additional right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$382	\$382	0	0	0	0	0	0	0
Right-of-Way	\$320	\$320	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$2,092	\$81	\$5	\$5	\$5	\$1,996	0	\$2,011	0
<b>Project Total</b>	<b>\$2,794</b>	<b>\$783</b>	<b>\$5</b>	<b>\$5</b>	<b>\$5</b>	<b>\$1,996</b>	<b>0</b>	<b>\$2,011</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$2,794</b>	<b>\$</b>	<b>\$5</b>	<b>\$5</b>	<b>\$5</b>	<b>\$1,996</b>	<b>0</b>	<b>\$2,011</b>	<b>0</b>

*Program Expenditures in Thousands*



# AZTech Smart Corridors

## Design & Construction

**District :** All

**Map Reference :** NA

**Description :** This project is to design a Intelligent Transportation System (ITS) "Smart Instrumentation" for 10 arterial corridors in one phase. The project will involve design of vehicle detection systems (VDS), closed circuit TV (CCTV) and changeable message sign (CMS) and communications along the ten Smart Corridors.

**Key Issues :**

- ITS integration and coordination with multiple jurisdictions in Maricopa County.
- Building effective public/private partnerships.

**Project Manager :** Dale Thompson

**Work Order :** 68989

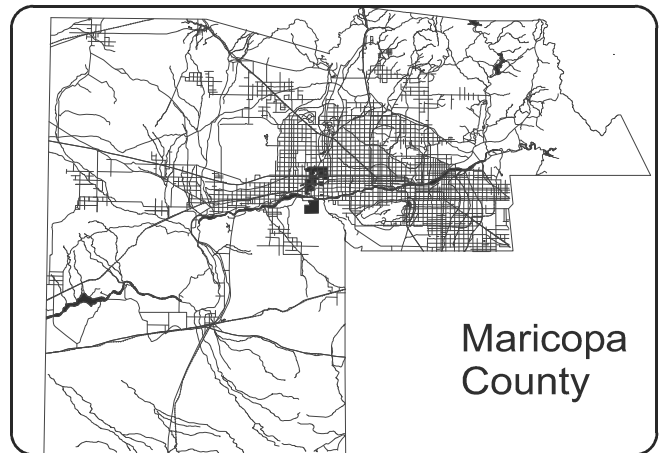
**Length :** N/A

**IGA Partnering :** Multiple public and private agencies.

**Estimated Construction Date :** Additional funding is required for construction.

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** None is expected to be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,925	\$425	0	0	0	\$400	\$1,100	\$1,500	0
<b>Project Total</b>	<b>\$1,925</b>	<b>\$425</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$400</b>	<b>\$1,100</b>	<b>\$1,500</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,925</b>	<b>\$425</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$400</b>	<b>\$1,100</b>	<b>\$1,500</b>	<b>0</b>

*Program Expenditures in Thousands*



# Bartlett Dam Road

(Cave Creek Road to Horseshoe Dam Road)

District : 2

Map Reference : 9

## Description :

This project is to prepare design plans that will realign the existing two-lane roadway, and widen the pavement from 28 to 34 feet to provide two travel lanes with bicycle lanes. Additional improvements include passing lanes on segments with sustained grades, 25-year storm event drainage crossings, elevated section with multiple box culverts at Camp Creek, and widening the intersection at Cave Creek Road. MCDOT will seek federal funds to assist construction.

## Key Issues :

- Provides access to a major recreation site. High percentage of vehicles with boat trailers.
- Project is generally located within the jurisdiction of the Tonto National Forest.
- Environmental impacts to biological and cultural resources.
- Application to US Army Corps of Engineers for Section 404 permit is required.

**Project Manager :** Dave DeWeese

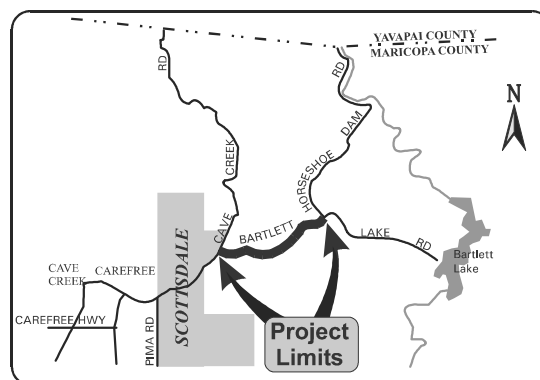
**Work Order :** 68967

**Length :** 6.43 miles

**IGA Partnering :** The U.S. Forest Service will help fund the roadway construction by donating right-of-way and updating the E.A. report.

**Estimated Construction Date :** Not funded for construction.

**Detour (Road Closures) :** Detours and temporary roadway closures may be expected.



**Right of Way :** The current total width is 100 feet. The proposed total width is 200 feet.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$459	\$459	0	0	0	0	0	0	0
Right-of-Way	\$25	0	\$25	0	0	0	0	\$25	0
Environmental	\$36	\$36	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$8,984	\$90	\$10	0	0	0	0	\$10	\$8,884
<b>Project Total</b>	<b>\$9,504</b>	<b>\$585</b>	<b>\$35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$35</b>	<b>\$8,884</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$9,504</b>	<b>\$585</b>	<b>\$35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$35</b>	<b>\$8,884</b>

Program Expenditures in Thousands





# Baseline Road

(7th Avenue to 43rd Avenue)

District : 5

Map Reference : 10

**Description :** This project will widen Baseline Road from two lanes to four lanes plus a continuous left-turn lane, construction of a storm drain system, and realignment of the 19th, 27th & 43rd Avenue intersections.

- Key Issues :**
- City of Phoenix participating for \$8.3 million.
  - FCDMC participating for \$4.8 million.
  - Relocation of irrigation facilities – both private and S.R.P.
  - Maricopa Drain issues.

**Project Manager :** Sami Ayoub

**Work Order :** 68914

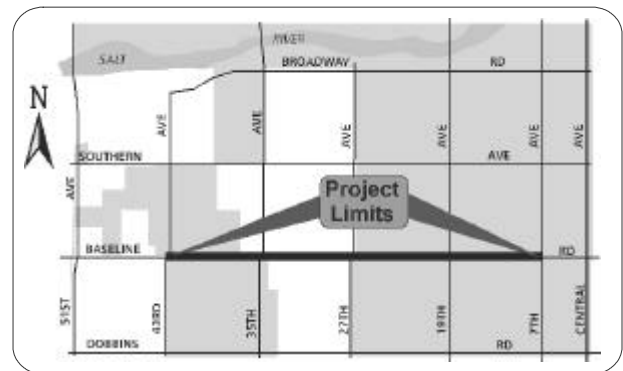
**Length :** 4.4 miles

**IGA Partnering :** IGAs with the City of Phoenix and Flood Control District of Maricopa County.

**Estimated Construction Date :** Under construction.

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Additional right-of-way of 44' to 59' will be required beyond the existing 66'.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$1,737	\$1,737	0	0	0	0	0	0	0
Right-of-Way	\$3,049	\$2,949	\$100	0	0	0	0	\$100	0
Environmental	\$28	\$28	0	0	0	0	0	0	0
Utilities	\$3,388	\$3,388	0	0	0	0	0	0	0
Construction	\$17,909	\$7,702	\$10,207	0	0	0	0	\$10,207	0
<b>Project Total</b>	<b>\$26,111</b>	<b>\$15,804</b>	<b>\$10,307</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$10,307</b>	<b>0</b>
Reimbursements	(\$12,195)	(\$1,795)	(\$3,900)	(\$2,000)	(\$2,000)	(\$2,500)	0	(\$10,400)	0
<b>MCDOT Net Cost</b>	<b>\$13,916</b>	<b>\$14,009</b>	<b>\$6,407</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,500)</b>	<b>0</b>	<b>(\$93)</b>	<b>0</b>

Program Expenditures in Thousands



# Bush Highway II

(McKellips Road to McDowell Road)

**District :** 2

**Map Reference :** 11

**Description :** This project will upgrade the existing four lanes to six lanes.

**Key Issues :**

- City of Mesa schedule for construction.

**Project Manager :** Richard Bohan

**Work Order :** 68261

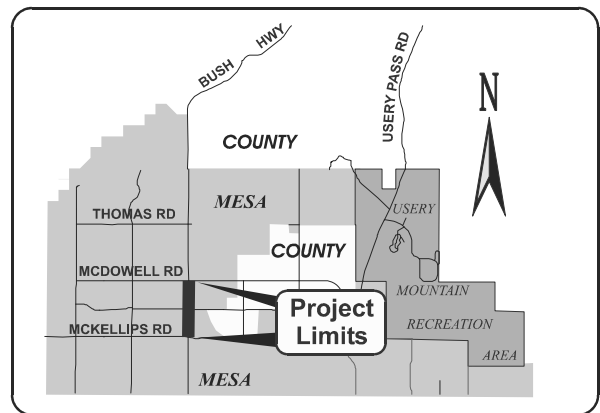
**Length :** 1 mile

**IGA Partnering :** MCDOT will participate with the City of Mesa on their project.

**Estimated Construction Date :** Construction is scheduled to occur in fiscal year 2004.

**Detour (Road Closures) :** The road will remain open during construction.

**Right of Way :** Mesa will determine the required right-of-way.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$717	0	0	0	\$717	0	0	\$717	0
<b>Project Total</b>	<b>\$717</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$717</b>	<b>0</b>	<b>0</b>	<b>\$717</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$717</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$717</b>	<b>0</b>	<b>0</b>	<b>\$717</b>	<b>0</b>

*Program Expenditures in Thousands*



# Cave Creek Road

(Lone Mountain to Carefree Highway)

District : 3

Map Reference : 12

**Description :** The City of Phoenix is responsible for the design and construction of this project. To date, MCDOT has contributed \$170,000 for design and \$4,748,000 for construction.

**Key Issues :**

- The reimbursements are from the Town of Cave Creek as MCDOT paid Cave Creek's share of the project through an IGA.

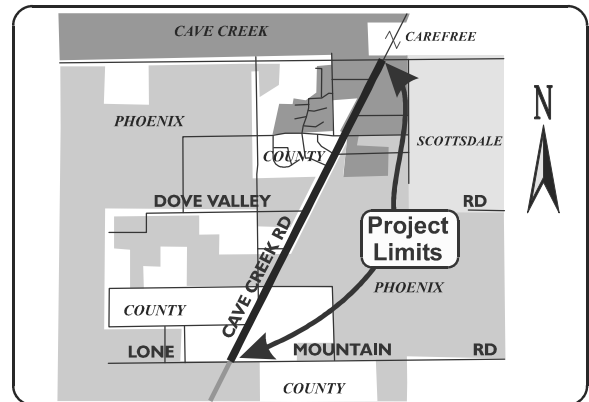
**Project Manager :** Max Hamlin

**Work Order :** 68834

**Length :**

**IGA Partnering :** The City of Phoenix and the Town of Cave Creek.

**Estimated Construction Date :** Phoenix began construction in January 2001.



**Detour (Road Closures) :**

**Right of Way :** MCDOT acquired the needed right-of-way.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$1,332	\$1,332	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$4,748	\$4,748	0	0	0	0	0	0	0
<b>Project Total</b>	<b>\$6,080</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Reimbursements*	(\$318)	(\$45)	(\$45)	(\$45)	(\$45)	(\$45)	(\$45)	(\$227)	(\$45)
<b>MCDOT Net Cost*</b>	<b>\$5,762</b>	<b>(\$45)</b>	<b>(\$45)</b>	<b>(\$45)</b>	<b>(\$45)</b>	<b>(\$45)</b>	<b>(\$45)</b>	<b>(\$227)</b>	<b>(\$45)</b>

*Program Expenditures in Thousands*



# Chandler Boulevard

(West of Gilbert Road Right-of-Way)

District : 1

Map Reference : 13

**Description :** This project will seek the purchase of right-of-way in a county island in the intersection of Chandler Boulevard and Gilbert Road. The right-of-way will be needed to complete full improvements to the intersection. The City of Chandler will construct the road improvements when right-of-way is obtained.

**Key Issues :**

- Potential environmental problems are being investigated.
- If little environmental mitigation is required, MCDOT will proceed with the purchase.

**Project Manager :** Mike Smith

**Work Order :** 69021

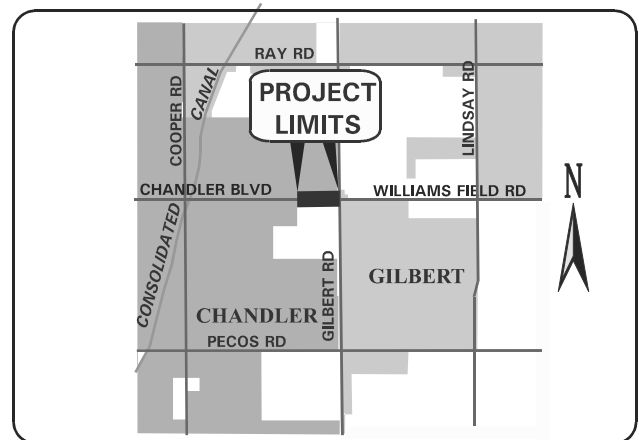
**Length :** 1000'

**IGA Partnering :** City of Chandler

**Estimated Construction Date :** This is programmed for 2003.

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** MCDOT will purchase part of the right-of-way.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$900	\$450	0	\$450	0	0	0	\$450	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
<b>Project Total</b>	<b>\$900</b>	<b>\$450</b>	<b>0</b>	<b>\$450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$450</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$900</b>	<b>\$450</b>	<b>0</b>	<b>\$450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$450</b>	<b>0</b>

Program Expenditures in Thousands



# Chandler Heights Road Bridge

(At Sanoki Wash)

District : 1

Map Reference : 14

**Description :** This project is to design a five lane bridge (68' wide) over Sanoki Wash, replacing an existing un-bridged (dip) crossing.

**Key Issues :**

- The Town of Queen Creek and the Maricopa County Flood Control District will participate in the construction funding.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 69026

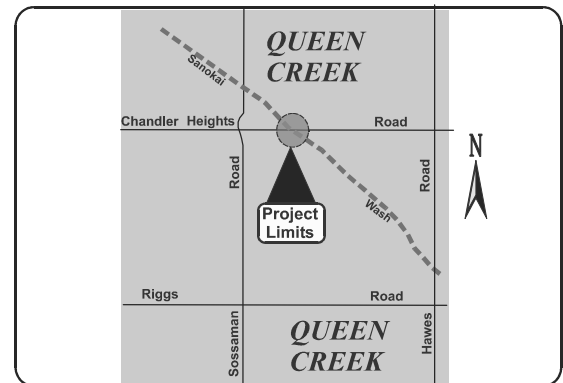
**Length :** 0.5 mile

**IGA Partnering :** Possible partnering with Town of Queen Creek and the Flood Control District.

**Estimated Construction Date :** 2003

**Detour (Road Closures) :** Diversion road to be provided during construction.

**Right of Way :** N/A



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$120	0	0	\$120	0	0	0	\$120	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
<b>Project Total</b>	<b>\$120</b>	<b>0</b>	<b>0</b>	<b>\$120</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$120</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$120</b>	<b>0</b>	<b>0</b>	<b>\$120</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$120</b>	<b>0</b>

Program Expenditures in Thousands





# Chandler Heights Road Bridge

## (At Eastern Canal)

District : 1

Map Reference : 15

**Description :** This project is to design a box culvert that will replace the existing inadequate pipe to allow future widening of the road.

**Key Issues :**

- Construction must be done quickly during the dry season.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 68975

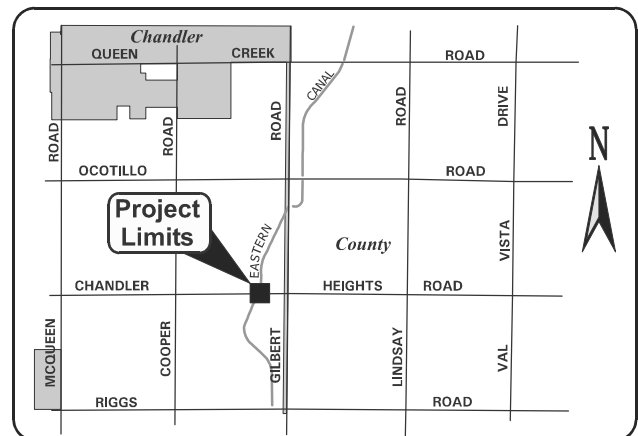
**Length :** Spot improvements.

**IGA Partnering :** The City of Chandler.

**Estimated Construction Date :** This project is currently funded for design only.

**Detour (Road Closures) :** Road closure will be needed.

**Right of Way :** Additional right-of-way on both sides of Chandler Heights Road will be needed.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$6	\$1	0	0	0	0	\$5	\$5	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$232	\$14	0	0	0	0	\$218	\$218	0
<b>Project Total</b>	<b>\$238</b>	<b>\$15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$223</b>	<b>\$223</b>	<b>0</b>
Reimbursements	(\$20)	(\$20)	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$218</b>	<b>(\$5)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$223</b>	<b>\$223</b>	<b>0</b>

Program Expenditures in Thousands



# Deer Valley Road Bridge

## (At New River)

District : 4

Map Reference : 16

**Description :** This project will build a new four lane bridge to replace the existing two lane dip crossing on Deer Valley Road at New River.

**Key Issues :**

- River channel re-gradation.
- Eliminating a bottleneck and avoiding a lengthy detour when rain closes the river crossing.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 68982

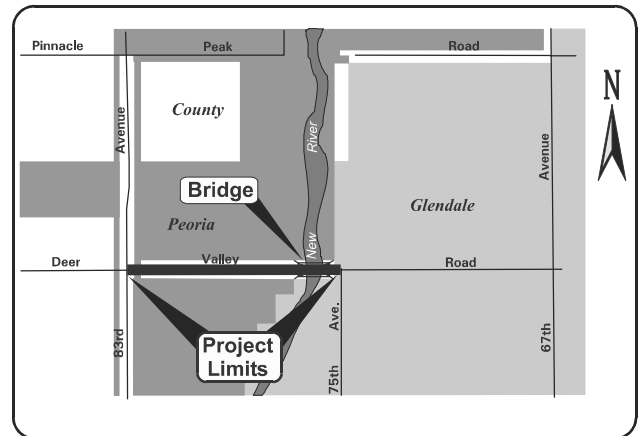
**Length :** 250 feet

**IGA Partnering :** The Cities of Peoria & Glendale are financial partners.

**Estimated Construction Date :** Spring 2002

**Detour (Road Closures) :** A temporary diversion road is being designed to handle traffic during construction.

**Right of Way :** About 3.7 acres are needed plus a temporary construction easement along Deer Valley Road and the river channel.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$437	\$387	\$50	0	0	0	0	\$50	0
Right-of-Way	\$126	0	\$126	0	0	0	0	\$126	0
Environmental	\$5	0	0	0	0	0	0	0	0
Utilities	\$100	0	\$100	0	0	0	0	\$100	0
Construction	\$4,250	\$45	\$580	\$3,625	0	0	0	\$4,205	0
<b>Project Total</b>	<b>\$4,918</b>	<b>\$432</b>	<b>\$856</b>	<b>\$3,625</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$4481</b>	<b>0</b>
Reimbursements	(\$1,624)	0	0	(\$1,624)	0	0	0	(\$1,624)	0
<b>MCDOT Net Cost</b>	<b>\$3,294</b>	<b>\$432</b>	<b>\$856</b>	<b>\$2001</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2,857</b>	<b>0</b>

Program Expenditures in Thousands



# El Mirage Road

## (Beardsley Road to Loop 303)

District : 4

Map Reference : 17

**Description :** This project will construct a new four lane road between Beardsley Road and the future Loop 303 . This project includes intersection and drainage improvements.

**Key Issues :**

- Private developments affecting route selection and construction schedule.
- Environmental and archaeological mitigation requirements unknown.
- McMicken Dam Wash Outlet.
- Sun City West (PORA) & SCWCC concerns.

**Project Manager :** Sami Ayoub

**Work Order :** 68995

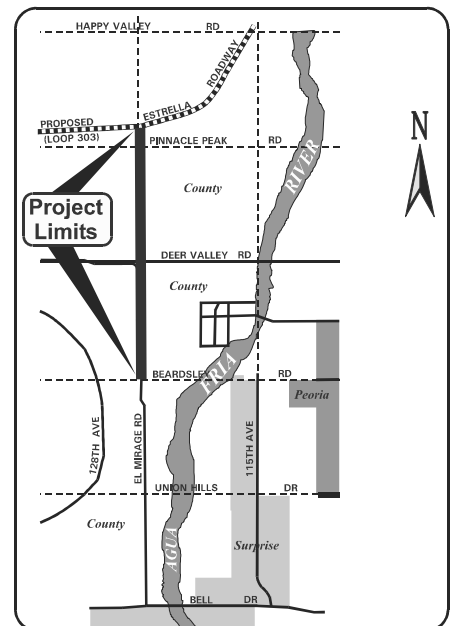
**Length :** 2.2 miles

**IGA Partnering :** Private Developments.

**Estimated Construction Date :** This project is currently programmed for a design and right-of-way acquisition.

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** 150' to 170' of right-of-way will be required for this project.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$593	\$519	0	0	0	0	0	0	\$74
Right-of-Way	\$1,000	0	0	\$1,000	0	0	0	\$1,000	0
Environmental	\$36	\$36	0	0	0	0	0	0	0
Utilities	\$50	0	0	0	0	0	0	0	\$50
Construction	\$6,171	\$66	0	0	0	0	0	0	\$6,105
<b>Project Total</b>	<b>\$7,850</b>	<b>\$681</b>	<b>0</b>	<b>\$1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,000</b>	<b>\$6,229</b>
Reimbursements	(\$2,500)	0	0	0	0	0	0	0	(\$2,500)
<b>MCDOT Net Cost</b>	<b>\$5,350</b>	<b>\$681</b>	<b>0</b>	<b>\$1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,000</b>	<b>\$3,729</b>

Program Expenditures in Thousands



# El Mirage Road

## (Bell Road to Beardsley Road)

District : 4

Map Reference : 18

**Description :** This project will construct a new four lane El Mirage Road to meet projected traffic demands. Signalization will be installed on El Mirage Road at Beardsley Road.

**Key Issues :**

- Private developments.
- Sun City West (PORA) & SCWCC.
- McMicken Dam Outlet Wash.
- Environmental and archeological requirement.

**Project Manager :** Sami Ayoub

**Work Order :** 68993

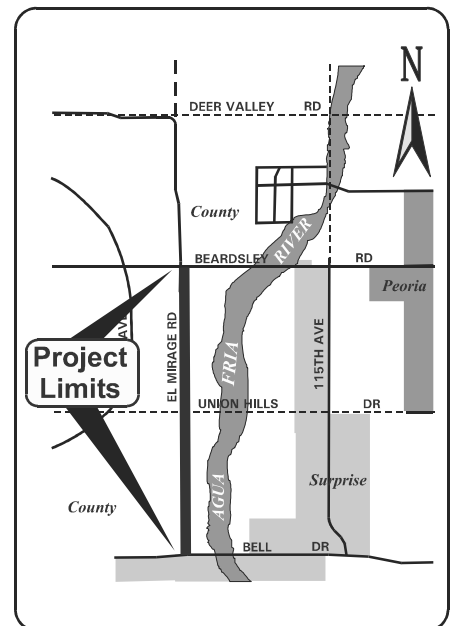
**Length :** 2.2 miles

**IGA Partnering :** Private Developments

**Estimated Construction Date :** This project is currently programmed for design and right-of-way acquisition.

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** 150' of right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$542	\$485	0	0	0	0	0	0	\$57
Right-of-Way	\$1,350	0	0	\$1,350	0	0	0	\$1,350	0
Environmental	\$30	\$30	0	0	0	0	0	0	0
Utilities	\$40	0	0	0	0	0	0	0	\$40
Construction	\$6,154	\$49	0	0	0	0	0	0	\$6,105
<b>Project Total</b>	<b>\$8,116</b>	<b>\$564</b>	<b>0</b>	<b>\$1,350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,350</b>	<b>\$6,202</b>
Reimbursements	(\$3,500)	0	0	0	0	0	0	0	(\$3,500)
<b>MCDOT Net Cost</b>	<b>\$4,616</b>	<b>\$564</b>	<b>0</b>	<b>\$1,350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,350</b>	<b>\$2,702</b>

Program Expenditures in Thousands



# Elliot Road

(Val Vista Road to Greenfield Road)

District : 2

Map Reference : 19

**Description :** This project will widen Elliot Road from two lanes to four lanes.

- Key Issues :**
- The Town of Gilbert is the lead agency.
  - MCDOT will pay \$680,000 toward the project costs.

**Project Manager :** Richard Bohan

**Work Order :** 68929

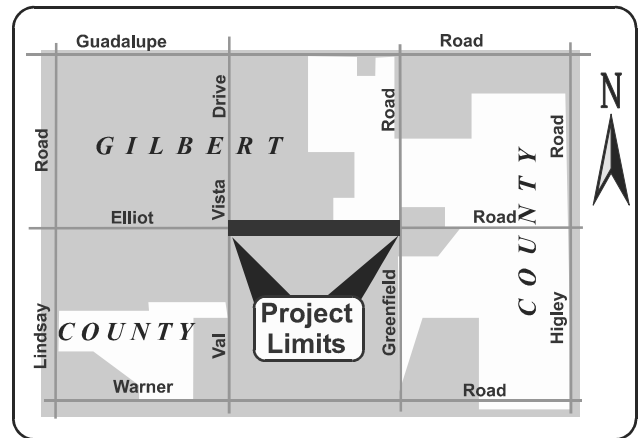
**Length :** 1 mile

**IGA Partnering :** Town of Gilbert

**Estimated Construction Date :** Construction will most likely take place in fiscal year 2004.

**Detour (Road Closures) :** To be determined.

**Right of Way :** To the Town of Gilbert standards for right-of-way.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction*	\$680	0	0	0	\$680	0	0	\$680	0
<b>Project Total</b>	<b>\$680</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$680</b>	<b>0</b>	<b>0</b>	<b>\$680</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$680</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$680</b>	<b>0</b>	<b>0</b>	<b>\$680</b>	<b>0</b>

Program Expenditures in Thousands





# Ellsworth Road

(Germann Road to Guadalupe Road)

District : 1

Map Reference : 20

**Description :** This project will reconstruct and widen the existing two lane road to provide four travel lanes with a raised median. The west half of the roadway between Pecos Road and the Powerline Floodway will be constructed with a third travel lane in the southbound direction. Other improvements: box culverts, storm drain system, landscaping, and two fully-signalized intersections (one at Elliot Road and one at Germann Road).

**Key Issues :**

- Coordinate road and drainage improvements with major stakeholders, proposed residential, commercial, and industrial developments.
- Eliminate roadway dip crossings and inverted crown sections.

**Project Manager :** David DeWeese

**Work Order :** 68927

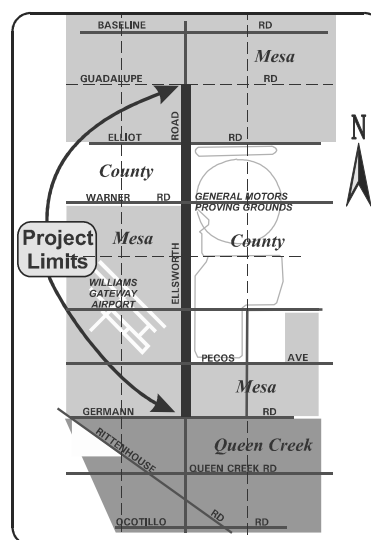
**Length :** 6 miles

**IGA Partnering :** The City of Mesa for roadway improvements, the Flood Control District and the City of Mesa for a flood control channel.

**Estimated Construction Date :** Spring 2003

**Detour (Road Closures) :** The road will remain open.

**Right of Way :** The existing width ranges from 50 to 65 feet each side of section line. Up to 15 feet of additional right-of-way will be acquired for the roadway. The expected maximum width needed for the channel is approximately 200 feet in the form of a drainage easement.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$1,681	\$621	\$1,060	0	0	0	0	\$1,060	0
Right-of-Way	\$1,947	\$11	0	\$1,945	0	0	0	\$1,945	0
Environmental	\$200	0	0	\$200	0	0	0	\$200	0
Utilities	\$100	0	0	\$100	0	0	0	\$100	0
Construction	\$23,306	\$786	\$640	\$1,190	\$11,680	\$9,010	0	\$22,520	0
<b>Project Total</b>	<b>\$27,234</b>	<b>\$1,418</b>	<b>\$1,700</b>	<b>\$3,435</b>	<b>\$11,680</b>	<b>\$9,010</b>	<b>0</b>	<b>\$25,825</b>	<b>0</b>
Reimbursements	(\$15,820)	(\$465)	(\$465)	(\$9,195)	(\$5,695)	0	0	(\$15,355)	0
<b>MCDOT Net Cost</b>	<b>\$11,414</b>	<b>\$953</b>	<b>\$1,235</b>	<b>(\$5,760)</b>	<b>\$5,985</b>	<b>\$9,010</b>	<b>0</b>	<b>\$10,470</b>	<b>0</b>

Program Expenditures in Thousands



# Ellsworth Road

## (University Drive to McLellan Road)

**District :** 2

**Map Reference :** 21

**Description :** This project will reconstruct and widen the existing two-lane road to provide four travel lanes (two in each direction) with a raised center median. Selected segments fronting new residential development will be constructed with a third travel lane in either the north or southbound direction, as appropriate. Additional improvements include a traffic signal at Brown Road., storm drain system, street lighting, curb, gutter, sidewalk, and landscaping. This will also reconstruct 1/4 mile of Adobe Road.

- Key Issues :**
- Coordinate road and drainage improvements with proposed residential and commercial developments.
  - The area is developing quite rapidly. Traffic volumes are projected to triple over the next 20 years.
  - US Army Corps of Engineers, Section 404 permit.

**Project Manager :** David DeWeese

**Work Order :** 68902

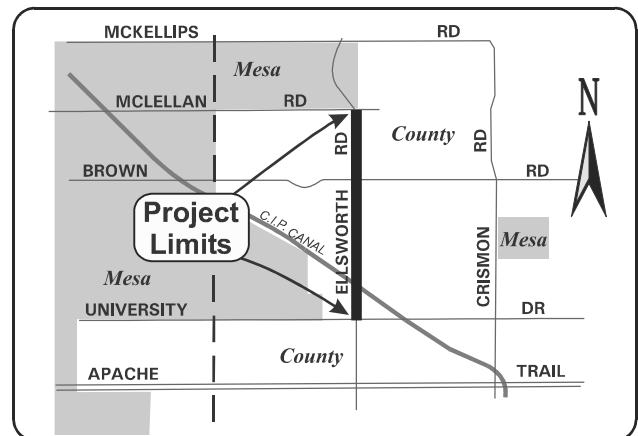
**Length :** 1.8 miles (includes Adobe Road)

**IGA Partnering :** The City of Mesa.

**Estimated Construction Date :** Spring, 2004

**Detour (Road Closures) :** The road will remain open.

**Right of Way :** 110 –130 feet is expected on Ellsworth Road. The existing right-of-way on Adobe Road is 80' and no new right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$630	\$572	\$58	0	0	0	0	\$58	0
Right-of-Way	\$300	\$300	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	\$298	0	0	0	\$298	0	0	\$298	0
Construction	\$6,125	\$199	\$8	0	\$1,769	\$4,149	0	\$5,926	0
<b>Project Total</b>	<b>\$7,353</b>	<b>\$1,071</b>	<b>\$66</b>	<b>0</b>	<b>\$2,067</b>	<b>\$4,149</b>	<b>0</b>	<b>\$6,282</b>	<b>0</b>
Reimbursements	(\$3,159)	0	0	0	(\$1,580)	(\$1,579)	0	(\$3,159)	0
<b>MCDOT Net Cost</b>	<b>\$4,194</b>	<b>\$1,071</b>	<b>\$66</b>	<b>0</b>	<b>\$487</b>	<b>\$2570</b>	<b>0</b>	<b>\$3,123</b>	<b>0</b>

Program Expenditures in Thousands



# Estrella Roadway (Phase II)

District : 4

(Interim Loop 303—Reems Road to Lake Pleasant Road) Map Reference : 22

**Description :** This project will provide a new two lane interim roadway with a low water crossing of the Agua Fria River.

**Key Issues :**

- Construction will be coordinated with Estrella Overpass at Grand project #69005 to minimize traffic impact on Sun City West.

**Project Manager :** Ray Smith

**Work Order :** 68840

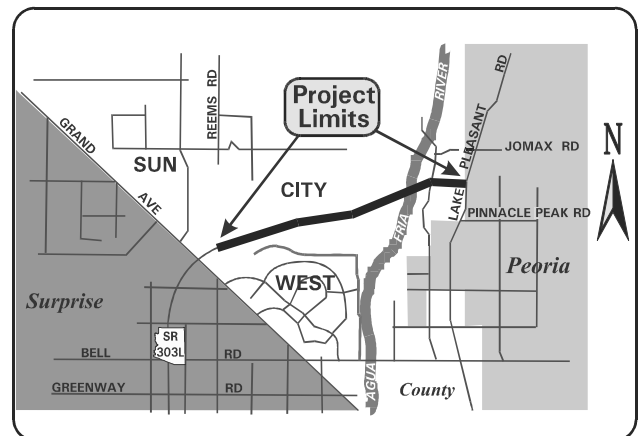
**Length :** 8 miles

**IGA Partnering :** City of Peoria

**Estimated Construction Date :** Spring 2002

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** 300' of right-of- way will be acquired.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$1,224	\$1,224	0	0	0	0	0	0	0
Right-of-Way	\$3,846	\$3,846	0	0	0	0	0	0	0
Environmental	\$288	\$288	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$17,113	\$696	\$4,084	\$10,000	\$2,333	0	0	\$16,417	0
<b>Project Total</b>	<b>\$22,471</b>	<b>\$6,054</b>	<b>\$4,084</b>	<b>\$10,000</b>	<b>\$2,333</b>	<b>0</b>	<b>0</b>	<b>\$16,417</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$22,471</b>	<b>\$6,054</b>	<b>\$4,084</b>	<b>\$10,000</b>	<b>\$2,333</b>	<b>0</b>	<b>0</b>	<b>\$16,417</b>	

Program Expenditures in Thousands



# Estrella Overpass

(3/4 mi South of Grand Avenue to Reems Road)

District : 4

Map Reference : 23

**Description :** This project will realign and extend Estrella Roadway (Loop 303) to Deer Valley Road and will require an overpass over Grand Avenue and the railroad.

- Key Issues :**
- Realign the existing L303 to south to bypass a subdivision north of Grand Avenue.
  - New overpass structures and connection to Grand Avenue.
  - Construction and design in coordination with Estrella Phase II to the north.
  - Traffic study indicates that four lanes are needed now. Estimated cost: \$13 million.

**Project Manager :** Ray Smith

**Work Order :** 69005

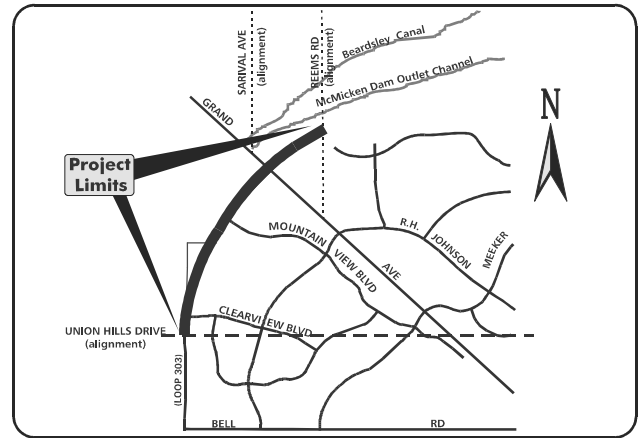
**Length :** 2 miles

**IGA Partnering :** IGAs with ADOT and developers.

**Estimated Construction Date :** Under construction. Completion is expected in February 2002.

**Detour (Road Closures) :** A bypass road is in place.

**Right of Way :** All right-of-way has been acquired.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$817	\$817	0	0	0	0	0	0	0
Right-of-Way	\$6,060	\$6,060	0	0	0	0	0	0	0
Environmental	\$9	\$9	0	0	0	0	0	0	0
Utilities	\$100	\$100	0	0	0	0	0	0	0
Construction	\$14,200	\$6,393	\$7,807	0	0	0	0	\$7,807	0
<b>Project Total</b>	<b>\$21,186</b>	<b>\$13,379</b>	<b>\$7,807</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$7,807</b>	<b>0</b>
Reimbursements	(\$3,740)	(\$2,060)	(\$1,340)	(\$340)	0	0	0	(\$1,680)	0
<b>MCDOT Net Cost</b>	<b>\$17,446</b>	<b>\$11,319</b>	<b>\$6,467</b>	<b>(\$340)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$6,127</b>	<b>0</b>

Program Expenditures in Thousands



# Estrella Parkway

(Yuma Road to McDowell Road)

District : 4

Map Reference : 24

**Description :** This project will reconstruct Estrella Parkway to a four-lane rural principal arterial section with raised median and signalized intersections.

**Key Issues :**

- The City of Goodyear will contribute to the construction cost.

**Project Manager :** Thomas Larson

**Work Order :** 68950

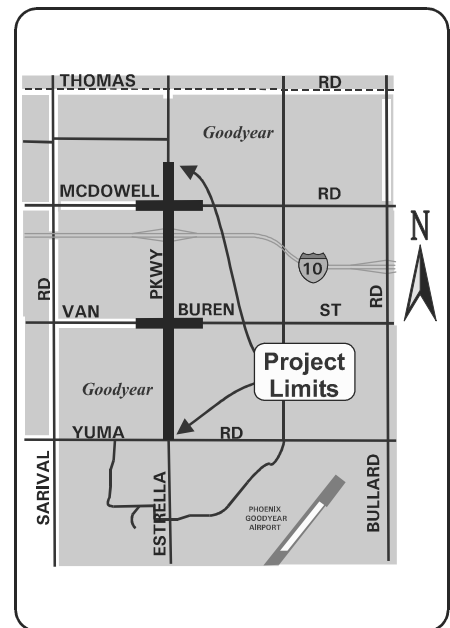
**Length :** 3 miles

**IGA Partnering :** An IGA has been signed with the City of Goodyear.

**Estimated Construction Date :** Fall, 2003

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** The existing right-of-way is 75'. An additional 150' – 160' will be needed.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$300	\$250	0	\$50	0	0	0	\$50	0
Right-of-Way	\$1,132	\$1,132	0	0	0	0	0	0	0
Environmental	\$9	0	0	\$9	0	0	0	\$9	0
Utilities	\$250	0	0	\$250	0	0	0	\$250	0
Construction	\$4,141	\$146	0	\$178	\$3,817	0	0	\$3,995	0
<b>Project Total</b>	<b>\$5,832</b>	<b>\$1,528</b>	<b>0</b>	<b>\$487</b>	<b>\$3,817</b>	<b>0</b>	<b>0</b>	<b>\$4,304</b>	<b>0</b>
Reimbursements	(\$5,092)	(\$1,275)	0	0	(\$3,817)	0	0	(\$3,817)	0
<b>MCDOT Net Cost</b>	<b>\$740</b>	<b>\$253</b>	<b>0</b>	<b>\$487</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$487</b>	<b>0</b>

Program Expenditures in Thousands





# Gilbert Road (Phase I)

(McDowell Road to Thomas Road)

District : 2

Map Reference : 25

**Description :** This project is to widen Gilbert Road from McDowell Road to Thomas Road. The roadway is to be built to a Road of Regional Significance standard, which is seven lanes with a curbed median or continuous two way left-turn lane.

- Key Issues :**
- Environmental issues regarding the proximity of the Salt River.
  - Right-of-way on tribal land.
  - Need to find funding partner to construct the bridge.

**Project Manager :** Thomas Larson

**Work Order :** 68957

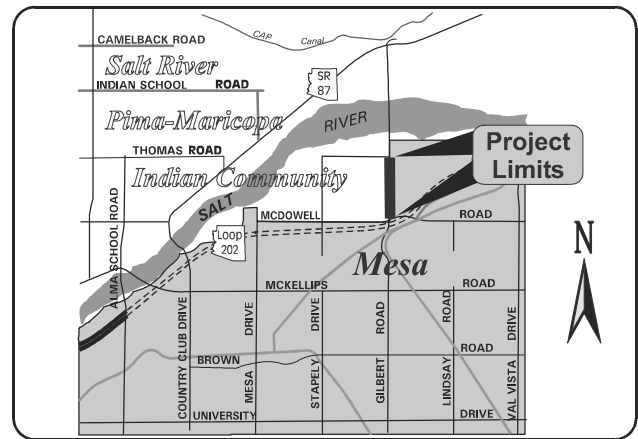
**Length :** 1 mile

**IGA Partnering :** The City of Mesa and the SRPMIC are potential partners.

**Estimated Construction Date :** February, 2003

**Detour (Road Closures) :** Construction sequencing will eliminate a road closure.

**Right of Way :** Additional right-of-way (110' from normal) will need to be purchased from the Salt River Pima Maricopa Indian Community and home owners on the east side of the road.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$1,813	\$1,813	0	0	0	0	0	0	0
Right-of-Way	\$6,605	\$4,505	0	0	0	0	0	0	\$2,100
Environmental	\$487	\$50	\$437	0	0	0	0	\$437	0
Utilities	\$500	0	\$500	0	0	0	0	\$500	0
Construction	\$34,510	\$260	\$10	\$6,985	0	0	0	\$6,995	\$27,255
<b>Project Total</b>	<b>\$43,915</b>	<b>\$6,628</b>	<b>\$947</b>	<b>\$6,985</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$7,932</b>	<b>\$29,355</b>
Reimbursements	(\$956)	(\$559)	(\$397)	0	0	0	0	(\$397)	0
<b>MCDOT Net Cost</b>	<b>\$42,959</b>	<b>\$6,069</b>	<b>\$550</b>	<b>\$6,985</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$7,535</b>	<b>\$29,355</b>

Program Expenditures in Thousands



# Gilbert Road

(Williams Field Road to Ray Road)

District : 1

Map Reference : 26

**Description :** This is a project to improve Gilbert Road to the Town of Gilbert standards. The Town of Gilbert is the lead agency. Maricopa County will participate under an IGA. Participation will be financial and costs will be those that would equate to MCDOT standard improvements.

**Key Issues :**

- The area is rapidly developing.
- The City of Gilbert is to annex the road.
- Plans are at 100% completion.

**Project Manager :** Nariman Zadeh

**Work Order :** 68956

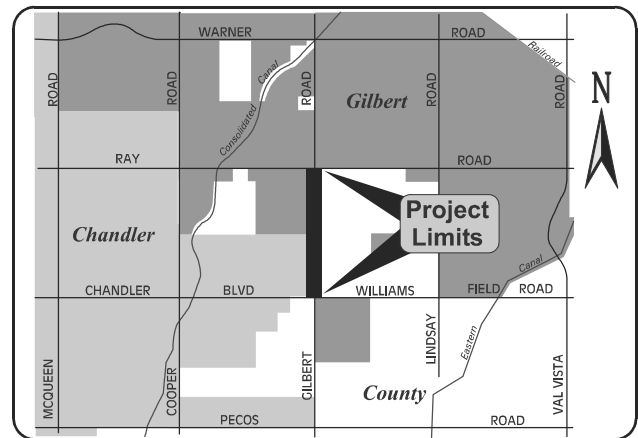
**Length :** 1 mile

**IGA Partnering :** Town of Gilbert

**Estimated Construction Date :** FY 2003.

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** The Town of Gilbert's standard for right-of-way will be used.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$2,191	\$265	\$13	\$1,913	0	0	0	\$1,926	0
<b>Project Total</b>	<b>\$2,191</b>	<b>\$265</b>	<b>\$13</b>	<b>\$1,913</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,926</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$2,191</b>	<b>\$265</b>	<b>\$13</b>	<b>\$1,913</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,926</b>	<b>0</b>

Program Expenditures in Thousands



# Higley Road

(Olney Road to Guadalupe Road)

**District :** 2

**Map Reference :** 27

**Description :** This is a new high volume project to upgrade the roadway from two lanes to six lanes. This work was accomplished by the Town of Gilbert. MCDOT will make a reimbursement payment via an IGA to the Town of Gilbert in FY 2004.

- Key Issues :**
- Town of Gilbert is the lead agency.
  - MCDOT only contributes to the project through an IGA.
  - If funds become available, payment may be made earlier.

**Project Manager :** Richard Bohan

**Work Order :** 68923

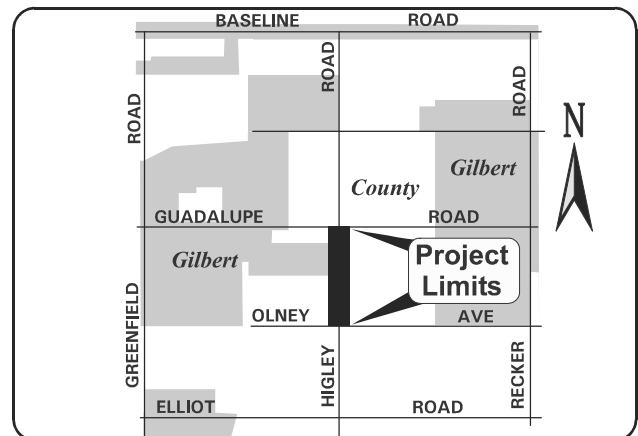
**Length :** 0.5 miles

**IGA Partnering :** Town of Gilbert

**Estimated Construction Date :** The roadway was constructed in FY 2001.

**Detour (Road Closures) :** To be determined.

**Right of Way :** The Town of Gilbert standards for right-of-way standards were used.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,050	0	0	0	\$1,050	0	0	\$1,050	0
<b>Project Total</b>	<b>\$1,050</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,050</b>	<b>0</b>	<b>0</b>	<b>\$1,050</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,050</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,050</b>	<b>0</b>	<b>0</b>	<b>\$1,050</b>	<b>0</b>

*Program Expenditures in Thousands*



# Lake Pleasant Road

(Williams Road to S.R. 74 (DCR))

District : 4

Map Reference : 28

**Description :** This project will involve the preparation of a Design Concept Report (DCR) to establish design parameters for the eventual construction of a six lane divided facility centered on the existing alignment.

- Key Issues :**
- Estrella Interim Roadway extension alignment.
  - Area development.
  - Interim section 4 lanes with raised center median.
  - Developers construct outer lanes as adjacent property develops.

**Project Manager :** Ray Smith

**Work Order :** 69023

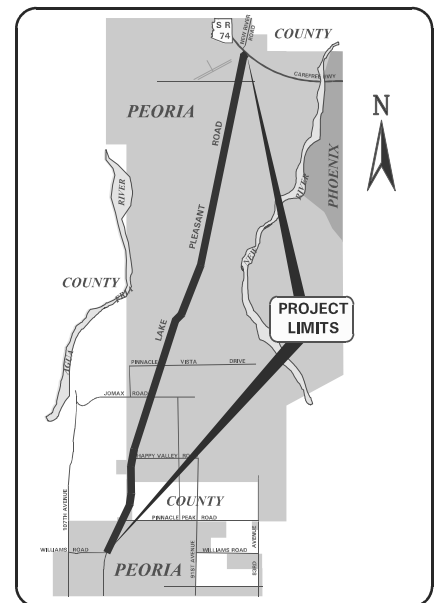
**Length :** Approximately 8.2 miles

**IGA Partnering :** City of Peoria.

**Estimated Construction Date :** Only a DCR will be completed in 2002, with the City of Peoria as the lead agency.

**Detour (Road Closures) :** N/A

**Right of Way :** 150 feet ultimate right-of-way will be purchased .



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$150	0	\$150	0	0	0	0	\$150	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
<b>Project Total</b>	<b>\$150</b>	<b>0</b>	<b>\$150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$150</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$150</b>	<b>0</b>	<b>\$150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$150</b>	<b>0</b>

Program Expenditures in Thousands



# Lindsay Road

(Williams Field Road to Ray Road)

District : 1

Map Reference : 29

**Description :** This project will construct a five lane section to ease congestion and increase traffic safety.

- Key Issues :**
- Several SRP and private irrigation channels and associated structures will require relocation or reconstruction.
  - Traffic volumes are expected to increase significantly over the next 20 years creating congestion.
  - The Town of Gilbert will be the lead agency.

**Project Manager :** Richard Bohan

**Work Order :** 68997

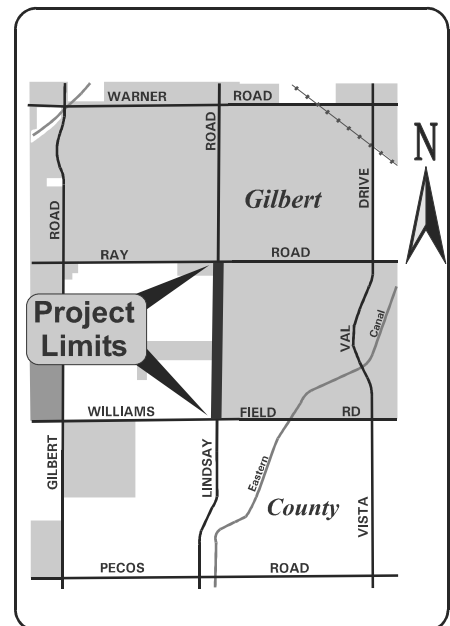
**Length :** 1 mile

**IGA Partnering :** An IGA payout to Town of Gilbert planned for Fiscal Year 2005.

**Estimated Construction Date :** FY 2004

**Detour (Road Closures) :** N/A

**Right of Way :** Town of Gilbert Standards.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$2,600	0	0	0	0	\$2,600	0	\$2,600	0
<b>Project Total</b>	<b>\$2,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2,600</b>	<b>0</b>	<b>\$2,600</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$2,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2,600</b>	<b>0</b>	<b>\$2,600</b>	<b>0</b>

Program Expenditures in Thousands





# Loop 303

(Indian School to Clear View)

District : 4

Map Reference : 30

**Description :** This project is to prepare a Design Concept Report to establish design parameters for the construction of a an interim four lane divided highway as the first phase of the ultimate six lane divided urban freeway.

- Key Issues :**
- Funding and Programming in the TIP.
  - Roadway classification and phasing.
  - Right-of-way requirements.
  - Federal Environmental Assessment & permitting.

**Project Manager :** Sami Ayoub

**Work Order :** 69016

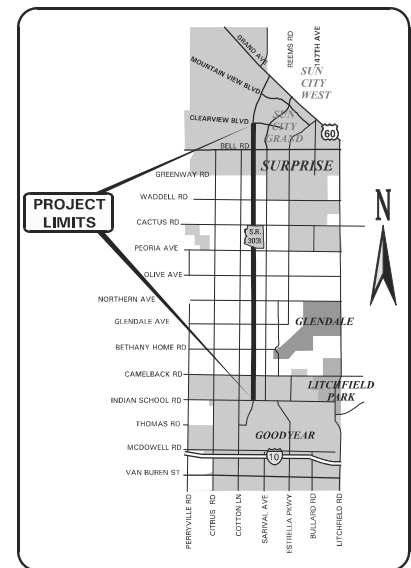
**Length :** 11 Miles

**IGA Partnering :** ADOT

**Estimated Construction Date :** This project is not currently planned for construction.

**Detour (Road Closures) :** Non Anticipated

**Right of Way :** 300' of right of way will be needed along roadway and 600' of right of way will be needed at the intersections.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$4075	\$243	\$1,802	0	0	0	0	\$1,802	\$2,030
Right-of-Way	\$17,500	0	0	0	0	0	0	0	\$17,500
Environmental	\$190	0	0	0	0	0	0	0	\$190
Utilities	\$9,000	0	0	0	0	0	0	0	\$9,000
Construction	\$38,650	\$175	\$175	0	0	0	0	\$175	\$38,300
<b>Project Total</b>	<b>\$69,415</b>	<b>\$418</b>	<b>\$1,977</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,977</b>	<b>\$67,020</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$69,415</b>	<b>\$418</b>	<b>\$1,977</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,977</b>	<b>\$67,020</b>

Program Expenditures in Thousands



# Loop 303

(Intersection Improvements)

**District :** 4

**Map Reference :** 31

**Description :** This project will provide improvements to the intersections of Loop 303 with Indian School Road, Northern Avenue and Olive Avenue. The approaches at the intersections will be widened to accommodate left turn lanes on both the 303 and the intersecting roadways and traffic signals and intersection lighting will also be provided.

**Key Issues :**

- Safety.
- Traffic Signals.
- Intersection widening.

**Project Manager :** Nicolaas Swart

**Work Order :** 69030

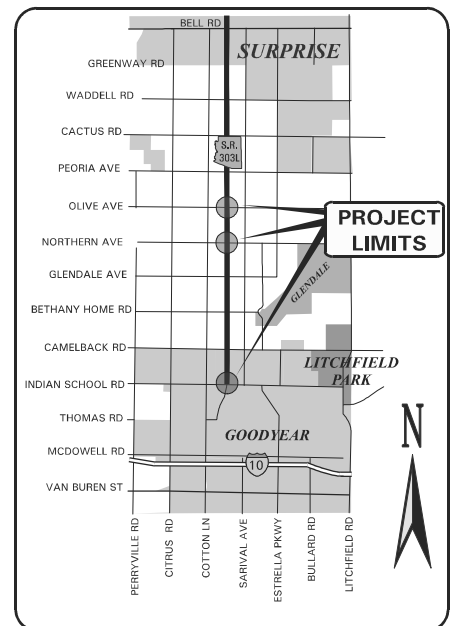
**Length :** These are three intersection improvements.

**IGA Partnering :** ADOT

**Estimated Construction Date :** Summer/Fall 2002

**Detour (Road Closures) :** A road closure may be required.

**Right of Way :** Additional right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,380	0	\$1,380	0	0	0	0	\$1,380	0
<b>Project Total</b>	<b>\$1,380</b>	<b>0</b>	<b>\$1,380</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,380</b>	<b>0</b>
Reimbursements	0	0	(\$1,100)	0	0	0	0	(\$1,100)	0
<b>MCDOT Net Cost</b>	<b>\$280</b>	<b>0</b>	<b>\$280</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$280</b>	<b>0</b>

Program Expenditures in Thousands



# Loop 303

District : 4

(McDowell Road to 3/4 mi north of Thomas Road) Map Reference : 32

**Description :** This project would extend Loop 303 south from its current termini at Thomas Road to McDowell Road at Cotton Lane. The improvement would construct four lanes and eliminate the two 90 degree turns currently required to access or exit Loop 303. Cotton Lane south of Thomas Road would be reconfigured to a cul-de-sac.

**Key Issues :**

- Suncor Development & Robson Development.
- Master Drainage Study by FCDMC.
- Entrance Traffic Interchange @ I-10.
- Realignment of Thomas Road.

**Project Manager :** Sami Ayoub

**Work Order :** 68965

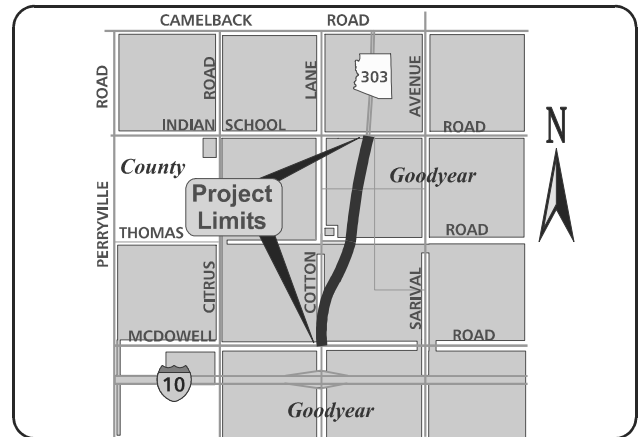
**Length :** 1.8 miles

**IGA Partnering :** ADOT and Suncor Developments are funding partners.

**Estimated Construction Date :** Summer, 2002

**Detour (Road Closures) :** N/A

**Right of Way :** The existing right-of-way is 300'.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$327	\$301	\$26	0	0	0	0	\$26	0
Right-of-Way	\$29	\$29	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	\$218	\$218	0	0	0	0	0	0	0
Construction	\$3596	\$96	\$1,193	\$2,307	0	0	0	\$3,500	0
<b>Project Total</b>	<b>\$4,170</b>	<b>\$644</b>	<b>\$1,219</b>	<b>\$2,307</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$3,526</b>	<b>0</b>
Reimbursements	(\$1,600)	0	(\$1,600)	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$2,570</b>	<b>\$644</b>	<b>(\$381)</b>	<b>\$2,307</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$3,526</b>	<b>0</b>

Program Expenditures in Thousands



# M.C. Highway 85

(107th Avenue to 91st Avenue)

**District :** 4  
**Map Reference :** 33

**Description :** This project will see the preparation of a Design Concept Report (DCR) to establish design parameters for the eventual construction of a four lane roadway with a raised center median.

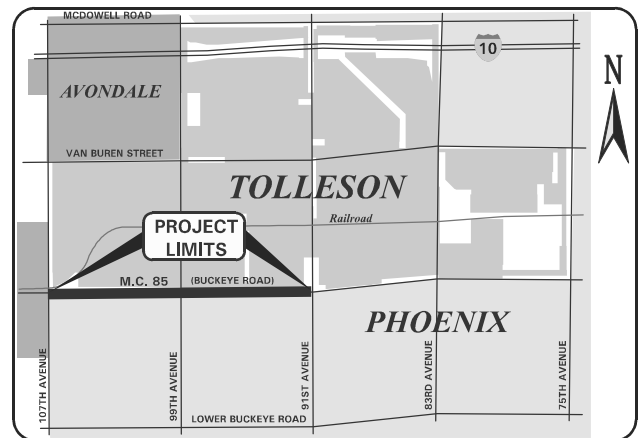
- Key Issues :**
- Median openings and spacing.
  - Development in area.
  - Turning lanes location and length.
  - Right-of-Way required for Road of Regional Significance (140').

**Project Manager :** Ray Smith  
**Work Order :** 69024  
**Length :** 2 miles  
**IGA Partnering :** Cities of Phoenix and Tolleson are potential partners.

**Estimated Construction Date :** The DCR is expected to be completed by December 2001.

**Detour (Road Closures) :** N/A

**Right of Way :** The City of Phoenix has requested 140 feet of Right-of-Way with median openings every 1/8 of a mile.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$70	\$70	\$70	0	0	0	0	\$70	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
<b>Project Total</b>	<b>\$70</b>	<b>\$70</b>	<b>\$70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$70</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$70</b>	<b>\$70</b>	<b>\$70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$70</b>	<b>0</b>

Program Expenditures in Thousands



# M.C. Highway 85

(91st Avenue to 75th Avenue)

District : 5

Map Reference : 34

**Description :** This project will see the preparation of a Design Concept Report (DCR) to establish design parameters for the eventual construction of a four lane roadway with a raised center median.

- Key Issues :**
- Impact on existing urban development.
  - Median openings and spacing, turning lane location, and length.
  - Development in area.
  - Right-of-Way required as per the MAG Roads of Regional Significance .

**Project Manager :** Ray Smith

**Work Order :** 69025

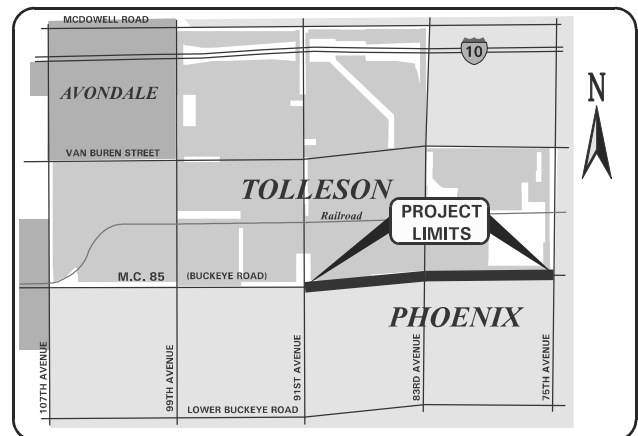
**Length :** 2 miles

**IGA Partnering :** The Cities of Phoenix and Tolleson are potential partners.

**Estimated Construction Date :** Only a DCR is expected to be completed by December 2001.

**Detour (Road Closures) :** N/A

**Right of Way :** The City of Phoenix has requested 140 feet of right-of-way with median openings every 1/8 of a mile.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$70	\$70	\$70	0	0	0	0	\$70	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
<b>Project Total</b>	<b>\$70</b>	<b>\$70</b>	<b>\$70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$70</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$70</b>	<b>\$70</b>	<b>\$70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$70</b>	<b>0</b>

Program Expenditures in Thousands





# M.C. Highway 85

(Cotton Lane to Estrella Parkway)

District : 4

Map Reference : 35

**Description :** This project consists of reconstructing M.C. 85 from a two-lane arterial roadway to five lanes with a bike lane.

**Key Issues :**

- Utility relocations, drainage, irrigation.
- Railroad crossings.
- Coordination with all entities involved.

**Project Manager :** Thomas Larson

**Work Order :** 68960

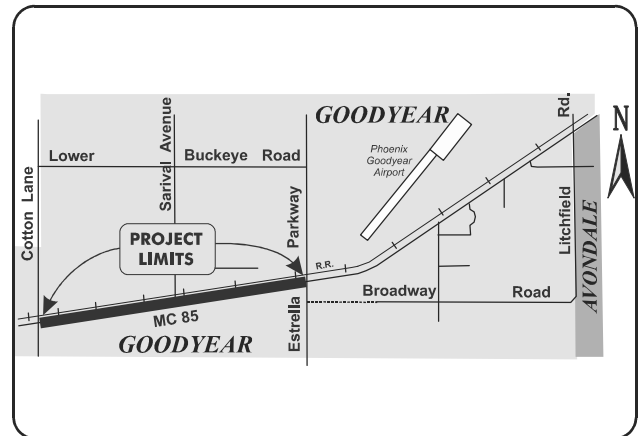
**Length :** 2.5 miles

**IGA Partnering :** City of Goodyear

**Estimated Construction Date :** Fall, 2004

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** The existing right-of-way varies from 50' – 120'. The proposed width of the required right-of-way is 150-200'.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$389	\$376	0	0	0	0	0	0	0
Right-of-Way	\$570	\$10	0	\$560	0	0	0	\$560	0
Environmental	\$12	\$12	0	0	0	0	0	0	0
Utilities	\$950	0	0	\$700	\$250	0	0	\$950	0
Construction	\$4195	\$130	0	0	0	\$2,975	\$1,090	\$4,065	0
<b>Project Total</b>	<b>\$6,103</b>	<b>\$528</b>	<b>0</b>	<b>\$1,260</b>	<b>\$250</b>	<b>\$2,975</b>	<b>\$1,090</b>	<b>\$5,575</b>	<b>0</b>
Reimbursements	(\$1,622)	0	0	0	0	0	(\$1,622)	(\$1,622)	0
<b>MCDOT Net Cost</b>	<b>\$4,481</b>	<b>\$528</b>	<b>0</b>	<b>\$1,260</b>	<b>\$250</b>	<b>\$2,975</b>	<b>(\$532)</b>	<b>\$3,953</b>	<b>0</b>

Program Expenditures in Thousands



# M.C. Highway 85

(Estrella Parkway to Litchfield Road)

District : 4

Map Reference : 36

**Description :** This project will widen M.C. 85 from two to five lanes.

**Key Issues :**

- An IGA has been sent to the City of Goodyear to cover the costs of adding a third west-bound lane per the City's request.
- Drainage, Right-of-way and Utilities.
- Roadway design is complete.

**Project Manager :** Samir Hatab

**Work Order :** 68959

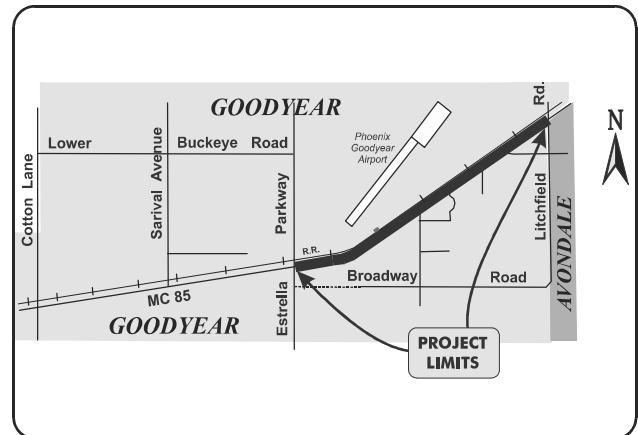
**Length :** 2 miles

**IGA Partnering :** City of Goodyear

**Estimated Construction Date :** Summer, 2003

**Detour (Road Closures) :** N/A

**Right of Way :** The additional 70 'right-of-way will be purchased on the south side of the roadway.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$756	\$756	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	\$104	\$104	0	0	0	0	0	0	0
Construction	\$2,928	\$255	0	0	\$2,673	0	0	\$2,673	0
<b>Project Total</b>	<b>\$3,788</b>	<b>\$1,115</b>	<b>0</b>	<b>0</b>	<b>\$2,673</b>	<b>0</b>	<b>0</b>	<b>\$2,673</b>	<b>0</b>
Reimbursements	(\$645)	0	0	0	(\$645)	0	0	(\$645)	0
<b>MCDOT Net Cost</b>	<b>\$3,143</b>	<b>\$1,115</b>	<b>0</b>	<b>0</b>	<b>\$2,028</b>	<b>0</b>	<b>0</b>	<b>\$2,028</b>	<b>0</b>

Program Expenditures in Thousands



# M.C. Highway 85 Bridge (At Agua Fria River)

District : 5

Map Reference : 37

**Description :** This project will provide scour protection of the existing bridge to prevent damage during severe flooding.

**Key Issues :**

- 404 permit required.
- Environmental and archaeological clearances.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 68933

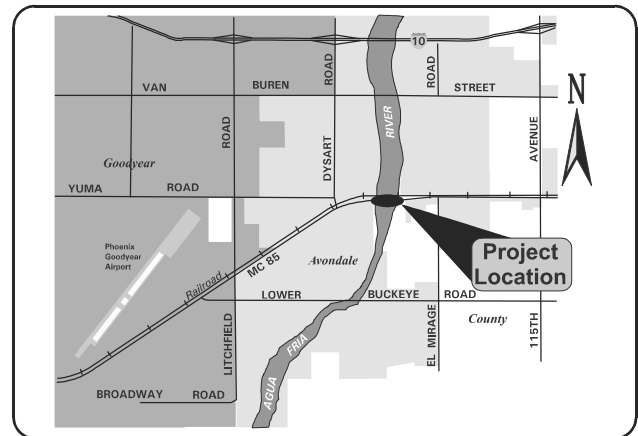
**Length :** .2 miles

**IGA Partnering :** None

**Estimated Construction Date :** Summer, 2005.

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** One parcel is being purchased from the Union Pacific Railroad.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$10	\$10	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$2,441	\$16	\$5	\$5	\$5	\$2,410	0	\$2,425	0
<b>Project Total</b>	<b>\$2,451</b>	<b>\$26</b>	<b>\$5</b>	<b>\$5</b>	<b>\$5</b>	<b>\$2,410</b>	<b>0</b>	<b>\$2,425</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$2,451</b>	<b>\$26</b>	<b>\$5</b>	<b>\$5</b>	<b>\$5</b>	<b>\$2,410</b>	<b>0</b>	<b>\$2,425</b>	<b>0</b>

Program Expenditures in Thousands



# McDowell Mountain Road

## (Shoulder widening, bicycle project)

District : 2

Map Reference : 38

**Description :** The project consists of widening the existing pavement by five feet on each side of the roadway from Fountain Hills City Limits to Forest Road.

**Key Issues :**

- The paved surface will make the roadway safer for all users.
- It provides a place for cyclists to ride outside the travel lanes.
- Removes the necessity for motorists to cross the center line to pass cyclists.

**Project Manager :** Reed Kempton

**Work Order :** BP78

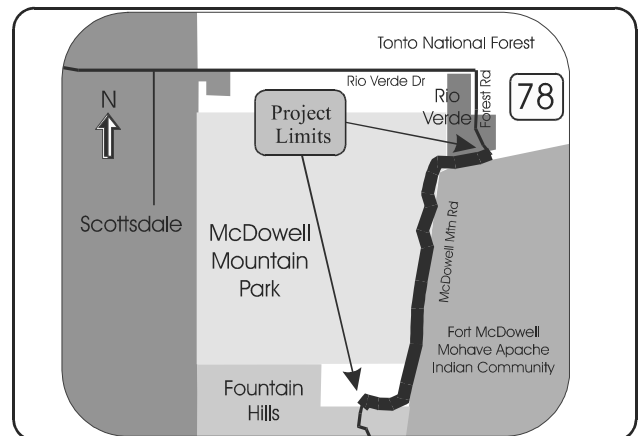
**Length :** 8.25 miles

**IGA Partnering :** None

**Estimated Construction Date :** FY 2006

**Detour (Road Closures) :** None

**Right of Way :** None required



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$85	0	0	0	0	0	\$85	\$85	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$942	0	0	0	0	0	\$942	\$942	0
<b>Project Total</b>	<b>\$1,028</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,028</b>	<b>\$1,028</b>	<b>0</b>
Reimbursements	(\$533)	0	0	0	0	0	(\$533)	(\$533)	0
<b>MCDOT Net Cost</b>	<b>\$495</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$495</b>	<b>\$495</b>	<b>0</b>

Program Expenditures in Thousands



# McDowell Road

(Pima Freeway to Alma School Road)

**District :** 2  
**Map Reference :** 39

**Description :** This project will reconstruct McDowell Road to five lanes. As part of the project the Salt River Pima Maricopa Indian Community will install a sanitary sewer.

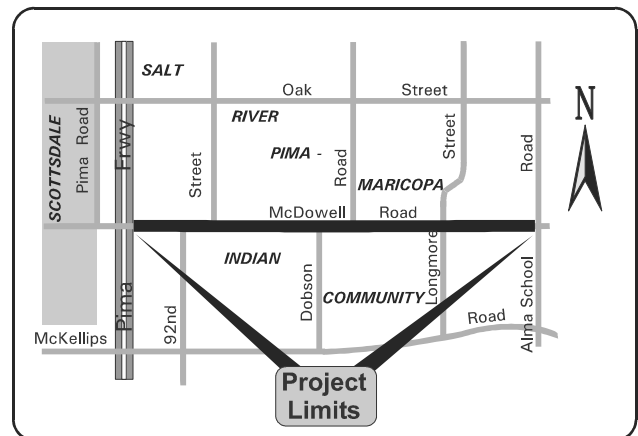
- Key Issues :**
- Right-of-way acquisition purchased.
  - An archaeological survey has been completed and the final report is being prepared.
  - The project is in an area of known historical villages and canals.
  - Utility relocations have been completed.

**Project Manager :** Ray Smith  
**Work Order :** 68897  
**Length :** 1.7 miles  
**IGA Partnering :** Salt River Pima Maricopa Indian Community.

**Estimated Construction Date :** Sprint, 2003

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Additional right-of-way has been acquired in order to provide the needed 110' of width.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$652	\$652	0	0	0	0	0	0	0
Right-of-Way	\$989	\$989	0	0	0	0	0	0	0
Environmental	\$752	\$727	0	\$25	0	0	0	\$25	0
Utilities	\$800	\$800	0	0	0	0	0	0	0
Construction	\$7,992	\$317	\$65	\$975	\$6,635	0	0	\$7,675	0
<b>Project Total</b>	<b>\$11,185</b>	<b>\$3,485</b>	<b>\$65</b>	<b>\$1,000</b>	<b>\$6,635</b>	<b>0</b>	<b>0</b>	<b>\$7,700</b>	<b>0</b>
Reimbursements	(\$833)	0	0	(\$833)	0	0	0	(\$833)	0
<b>MCDOT Net Cost</b>	<b>\$10,352</b>	<b>\$3,485</b>	<b>\$65</b>	<b>\$167</b>	<b>\$6,635</b>	<b>0</b>	<b>0</b>	<b>\$6,867</b>	<b>0</b>

Program Expenditures in Thousands





# McQueen Road

(Queen Creek Road to Pecos Road)

District : 1  
Map Reference : 40

**Description :** This project will reconstruct and widen the existing road from two to four travel lanes and provide a flush median.

**Key Issues :**

- This project was requested by the City of Chandler and provides principal access to the City's landfill and airport.

**Project Manager :** Nariman Zadeh

**Work Order :** 68949

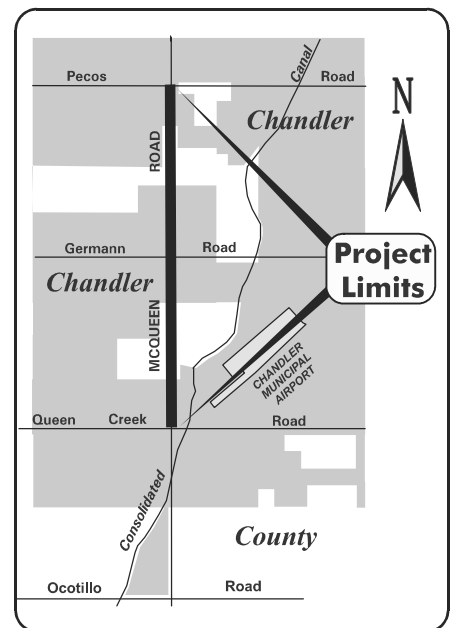
**Length :** 2 miles

**IGA Partnering :** City of Chandler

**Estimated Construction Date :** Summer, 2006

**Detour (Road Closures) :** The road will remain open.

**Right of Way :** The existing right-of-way varies between 66' and 110'. The proposed new width is 130 ft.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$557	\$342	\$215	0	0	0	0	\$215	0
Right-of-Way	\$1,014	\$11	0	0	\$1,003	0	0	\$1,003	0
Environmental	\$3	\$3	0	0	0	0	0		0
Utilities	\$500	0	0	0	0	\$500	0	\$500	0
Construction	\$9,860	\$77	\$30	0	\$10	\$31	\$9,712	\$9,783	0
<b>Project Total</b>	<b>\$11,934</b>	<b>\$433</b>	<b>\$245</b>	<b>0</b>	<b>\$1,013</b>	<b>\$531</b>	<b>\$9,712</b>	<b>\$11,501</b>	<b>0</b>
Reimbursements	(\$3,000)	0	0	0	0	0	(\$3,000)	(\$3,000)	0
<b>MCDOT Net Cost</b>	<b>\$8,934</b>	<b>\$433</b>	<b>\$245</b>	<b>0</b>	<b>\$1,013</b>	<b>\$531</b>	<b>\$6,712</b>	<b>\$8,501</b>	<b>0</b>

Program Expenditures in Thousands



# Northern Avenue

(Loop 101 (95th Avenue) to 71st Ave)

**District :** 4

**Map Reference :** 41

**Description :** This project will construct five travel lanes, including a continuous left turn lane with curb and gutter, and storm drains.

- Key Issues :**
- Partnership with MCFCD, ADOT, RID, SRP, and City of Peoria to construct a storm drain and the City of Glendale to construct Northern from 71<sup>st</sup> Ave. to Grand and include with MCDOT project.
  - Additional utility construction for City of Peoria included in the project.
  - Extensive utility relocations.

**Project Manager :** Mike Smith

**Work Order :** 68915

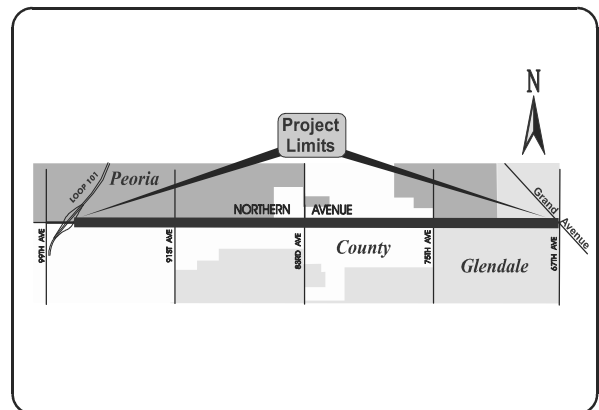
**Length :** 3.5 miles

**IGA Partnering :** MCFCD, ADOT, SRP, RID, and the cities of Glendale and Peoria are project participants.

**Estimated Construction Date :** Under construction.

**Detour (Road Closures) :** 83rd Avenue at Northern Avenue.

**Right of Way :** Right-of-way will be required for roadway and utility relocation.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$759	\$759	0	0	0	0	0	0	0
Right-of-Way	\$669	\$669	0	0	0	0	0	0	0
Environmental	\$12	\$12	0	0	0	0	0	0	0
Utilities	\$1,684	\$1684	0	0	0	0	0	0	0
Construction	\$8,616	\$7,077	\$1,539	0	0	0	0	\$1,539	0
<b>Project Total</b>	<b>\$11,740</b>	<b>\$10,201</b>	<b>\$1,539</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,539</b>	<b>0</b>
Reimbursements	(\$4,248)	(\$1,838)	(\$2,410)	0	0	0	0	(\$2,410)	0
<b>MCDOT Net Cost</b>	<b>\$7,492</b>	<b>\$8,363</b>	<b>(\$871)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(\$871)</b>	<b>0</b>

Program Expenditures in Thousands



# Ocotilla Road (Wickenburg)

(End of Maintenance to Palo Verde Drive)

District : 4

Map Reference : 42

**Description :** This project is currently programmed for a Design Concept Report only. This project would place a penetration and double chip seal on approved road base, provide roadside ditches, and post a 25 mph speed limit sign. The project should reduce dust and increase pedestrian travel safety. A potential exists for the project to be handled as a Special Improvement District.

- Key Issues :**
- Value engineering to be performed on this project.
  - Improve drainage wash crossings.
  - Improve roadway geometrics (sited distances).
  - Reduce dust generation.
  - Increase pedestrian travel safety.

**Project Manager :** Nariman Zadeh

**Work Order :** 68987

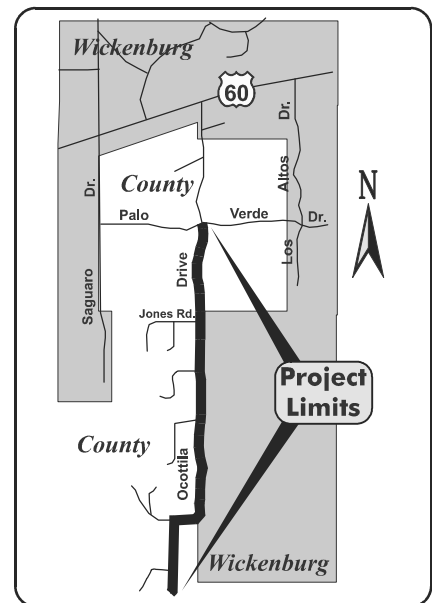
**Length :** 1.05 miles

**IGA Partnering :** A potential exists for partnering with the Town of Wickenburg.

**Estimated Construction Date :** Construction funds have not been approved.

**Detour (Road Closures) :** N/A

**Right of Way :** No right-of-way exists for the existing roadway. 33' right-of-way would need to be acquired.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$148	\$30	\$43	0	0	0	0	\$43	\$75
Right-of-Way	\$40	0	0	0	0	0	0	0	\$40
Environmental	\$127	0	0	0	0	0	0	0	\$127
Utilities	0	0	0	0	0	0	0	0	
Construction	\$1097	\$37	\$5	0	0	0	0	\$5	\$1,055
<b>Project Total</b>	<b>\$1,412</b>	<b>\$67</b>	<b>\$48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$48</b>	<b>\$1,297</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,412</b>	<b>\$67</b>	<b>\$48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$48</b>	<b>\$1,297</b>

Program Expenditures in Thousands



# Ocotillo Road

(Basha Road to Arizona Avenue)

**District :** 1

**Map Reference :** 43

**Description :** This project is to prepare design plans to widen the existing two lane road to provide four travel lanes (two in each direction) with a raised center median. Additional improvements include a storm drain system with linear retention basins and widening of the intersection at Basha Road to enhance safety and capacity.

- Key Issues :**
- Relocation of an overhead 12kV powerline and portions of a concrete irrigation ditch.
  - The City of Chandler recently completed half-street improvements on the north side as part of a high school and residential development.
  - Construction dependent on financial participation from the City of Chandler.

**Project Manager :** Dave DeWeese

**Work Order :** 68988

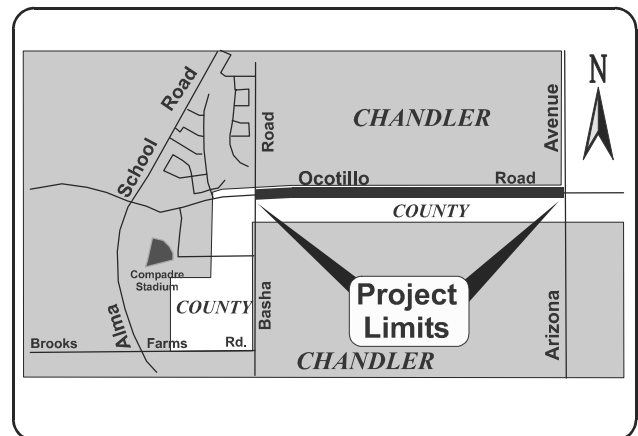
**Length :** 1 mile

**IGA Partnering :** The City of Chandler

**Estimated Construction Date :** This project is currently programmed for design only.

**Detour (Road Closures) :** The road will remain open.

**Right of Way :** There is currently 33 feet on the south side of section line. An additional 22 feet is required, for a total half-width of 55 feet.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$250	0	0	0	0	0	0	0	\$250
Environmental									
Utilities	\$209	0	0	0	0	0	0	0	\$209
Construction	\$1,270	\$70	\$100	0	0	0	0	\$100	\$1,100
<b>Project Total</b>	<b>\$1,729</b>	<b>\$70</b>	<b>\$100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$100</b>	<b>\$1,559</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,729</b>	<b>\$70</b>	<b>\$100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$100</b>	<b>\$1,559</b>

Program Expenditures in Thousands



# Old US 80 Bridge

(At Hassayampa River)

District : 5

Map Reference : 44

**Description :** This project will provide scour protection to the existing bridge to prevent damage during severe flooding.

**Key Issues :**

- Water is in the channel most of the year.
- Environmental and archaeological clearance.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 68934

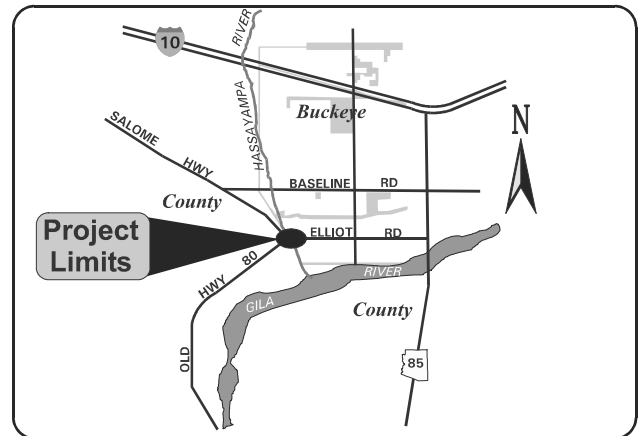
**Length :** 485 feet

**IGA Partnering :** None

**Estimated Construction Date :** FY 2004

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Under negotiation.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$11	\$11	0	0	0	0	0	0	0
Environmental	\$1	\$1	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,348	\$23	\$5	\$5	0	\$1,315	0	\$1,325	0
<b>Project Total</b>	<b>\$1,360</b>	<b>\$23</b>	<b>\$5</b>	<b>\$5</b>	<b>0</b>	<b>\$1,315</b>	<b>0</b>	<b>\$1,325</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,360</b>	<b>0</b>	<b>\$5</b>	<b>\$5</b>	<b>0</b>	<b>\$1,315</b>	<b>0</b>	<b>\$1,325</b>	<b>0</b>

Program Expenditures in Thousands





# Power Road Bridge

## (At Queen Creek Wash)

**District :** 1

**Map Reference :** 45

**Description :** This project would replace the existing, structurally deficient, scour critical bridge with a new six lane structure to accommodate an urban principal arterial roadway.

**Key Issues :**

- Trails under the bridge.
- Existing bridge is structurally deficient and scour critical for 100-year storm event.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 68976

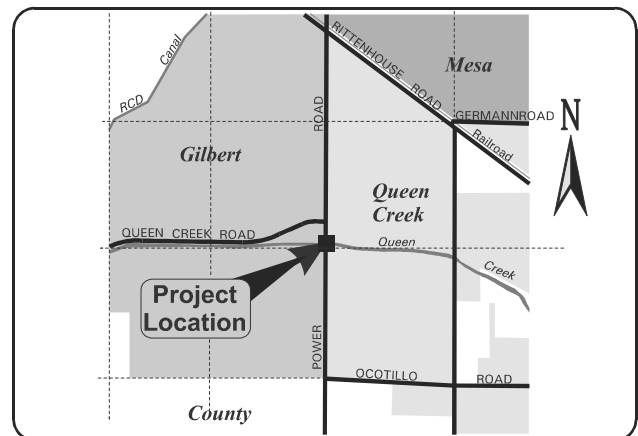
**Length :** 192 ft.

**IGA Partnering :** The Town of Gilbert and the Town of Queen Creek are partners. Federal funding is anticipated.

**Estimated Construction Date :** Spring, 2001

**Detour (Road Closures) :** A detour road will be provided for traffic.

**Right of Way :** Additional right-of-way on both sides is being acquired.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$130	\$130	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	\$40	\$40	0	0	0	0	0	0	0
Construction	\$2,361	\$2,361	\$1,155	\$1,070	0	0	0	\$2,225	0
<b>Project Total</b>	<b>\$2,531</b>	<b>\$306</b>	<b>\$1,155</b>	<b>\$1,070</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2,225</b>	<b>0</b>
Reimbursements	(\$2,300)	0	(\$800)	(\$1,500)	0	0	0	(\$2,300)	0
<b>MCDOT Net Cost</b>	<b>\$231</b>	<b>\$306</b>	<b>\$355</b>	<b>(\$430)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(\$75)</b>	<b>0</b>

Program Expenditures in Thousands



# PM-10 Roads

(County Wide)

**District :** All

**Map Reference :** NA

**Description :** This project consists of paving over 63 miles on 191 segments of roadway as found in various county locations. Paving will consist of a penetration and double chip seal on a prepared roadway base to yield two twelve foot travel lanes and five feet of unpaved graded shoulder on each side.

- Key Issues :**
- Dust suppression / elimination.
  - Travel safety.
  - Site distance.
  - Drainage.
  - Clear zones.

**Project Manager :** Ray Smith

**Work Order :** 16200

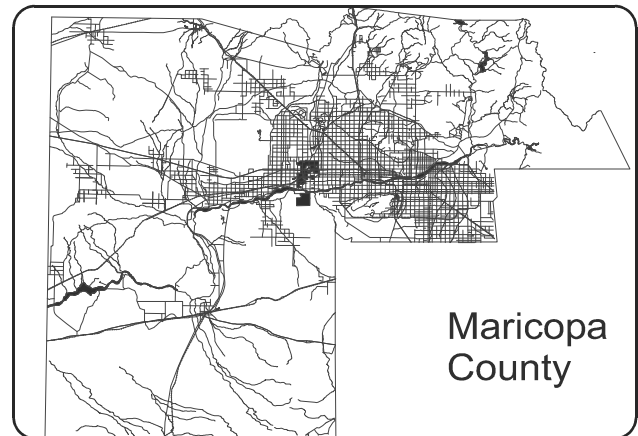
**Length :** 63 miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** Fall 2001

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$6,000	0	0	0	\$2,000	\$2,000	\$2,000	\$6,000	0
<b>Project Total</b>	<b>\$6,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$6,000</b>	<b>0</b>
Reimbursements	(\$10,847)	0	(\$1,700)	(\$3,070)	(\$3,077)	(\$1,000)	(\$1,000)	(\$9,847)	(\$1,000)
<b>MCDOT Net Cost</b>	<b>(\$4,847)</b>	<b>0</b>	<b>(\$1,700)</b>	<b>(\$3,070)</b>	<b>(\$1,077)</b>	<b>(\$1,000)</b>	<b>(\$1,000)</b>	<b>(\$3,847)</b>	<b>(\$1,000)</b>

*Program Expenditures in Thousands*



# PM-10 Roads

(Phase I - SE Mesa)

**District :** 2

**Map Reference :** NA

Description :	ROAD	FROM	TO
	99TH ST	UNIVERSITY DR	QUARTERLINE RD
	102ND PL	UNIVERSITY DR	QUARTERLINE RD
	105TH ST	UNIVERSITY DR	QUARTERLINE RD
	ADOBE RD	END OF MAINT	ELLSWORTH RD
	ADOBE RD	MESA C/L	104TH ST
	FENIMORE ST	CRISMON RD	SIGNAL BUTTE RD
	MERRILL RD	E.O.P.	ADOBE RD
	QUARTERLINE RD	CRISMON RD	105TH ST

**Project Manager :** Ray Smith

**Work Order :** 16201

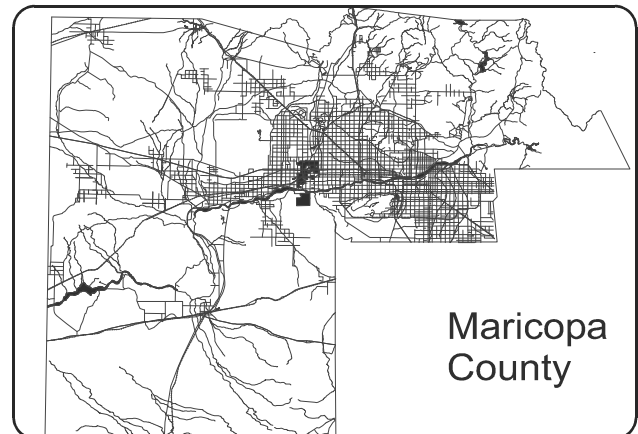
**Length :** 3.65 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** Fall, 2001

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$150	\$150	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$424	\$204	\$215	0	0	0	0	\$215	0
<b>Project Total</b>	<b>\$562</b>	<b>\$359</b>	<b>\$215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$215</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$562</b>	<b>\$359</b>	<b>\$215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$215</b>	<b>0</b>

*Program Expenditures in Thousands*



# PM-10 Roads

(Phase I - West Valley)

District : 5

Map Reference : NA

<b>Description :</b>	<b>ROAD</b>	<b>FROM</b>	<b>TO</b>
	111TH AVE	MIAMI AVE	LOWER BUCKEYE RD
	MIAMI AVE	115TH AVE	107TH AVE
	ROOSEVELT ST	189TH AVE	PERRYVILLE RD
	WINSLOW AVE	115TH AVE	111TH AVE

**Project Manager :** Ray Smith

**Work Order :** 16202

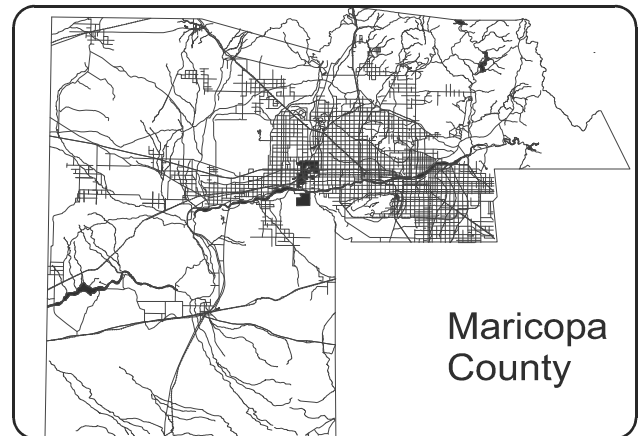
**Length :** 1.95 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** Fall, 2001

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$166	\$166	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$422	\$176	\$246	0	0	0	0	\$246	0
<b>Project Total</b>	<b>\$588</b>	<b>\$342</b>	<b>\$246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$246</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$588</b>	<b>\$342</b>	<b>\$246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$246</b>	<b>0</b>

Program Expenditures in Thousands



# PM-10 Roads

(Phase I - SE Valley)

**District :** 1

**Map Reference :** NA

<b>Description :</b>	<b>ROAD</b>	<b>FROM</b>	<b>TO</b>
	98TH ST	APACHE TL	BEGINNING OF PAVEMENT
	131 ST	KNOX RD	WARNER RD
	140TH ST	OCOTILLO RD	END OF MAINT
	142ND ST	WILLIS RD ALIGN	LEXINGTON ST
	HAWES RD	MESQUITE ST ALIG	ELLIOT RD
	JONES AVE	END OF PAVEMENT	104TH ST
	KNOX RD	130TH ST	132TH ST
	LEXINGTON ST	142ND ST	LINDSAY RD
	MELODY DR	RECKER RD	END OF MAINTENANCE
	NUNNELLEY RD	130TH ST	132ND ST
	WIER AVE	E.O.P	MERIDIAN RD

**Project Manager :** Ray Smith

**Work Order :** 16203

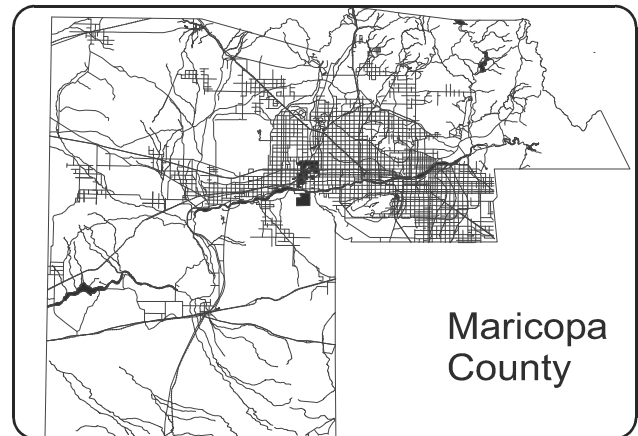
**Length :** 3.03 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** Fall, 2001

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$150	\$150	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$387	\$176	\$211	0	0	0	0	\$211	0
<b>Project Total</b>	<b>\$537</b>	<b>\$326</b>	<b>\$211</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$211</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$537</b>	<b>\$326</b>	<b>\$2151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2151</b>	<b>0</b>

*Program Expenditures in Thousands*



# PM-10 Roads

Phase I - SE Mesa

District : 1

Map Reference : NA

Description :	ROAD	FROM	TO
	82ND PL	ALBANY ST	BILLINGS ST
	98TH PL	UNIVERSITY DR	QUARTERLINE RD
	103RD ST	ADOBE RD	660' s/o FENIMORE
	ALBANY ST	MERRILL RD	END OF MAINTENANCE
	BILLINGS ST	83RD PL	84TH ST
	ELMONT DR	BROADWAY RD	4TH AVE
	EMERALD DR	BROADWAY RD	6TH AVE

Project Manager : Ray Smith

Work Order : 16204

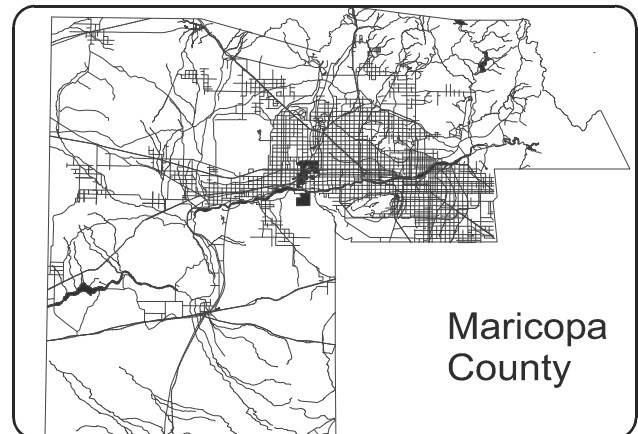
Length : 1.1 Miles

IGA Partnering : FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date : Fall 2001

Detour (Road Closures) : No detours are anticipated.

Right of Way : Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$150	\$150	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$226	\$120	\$106	0	0	0	0	\$106	0
<b>Project Total</b>	<b>\$376</b>	<b>\$270</b>	<b>\$106</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$106</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$376</b>	<b>\$270</b>	<b>\$106</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$106</b>	<b>0</b>

Program Expenditures in Thousands





# PM-10 Roads

(Phase II - NE Valley)

**District :** 3

**Map Reference :** NA

Description :	ROAD	FROM	TO
	7TH AVE	DESERT HILLS DR	SADDLE MTN RD
	11TH AVE	CLOUD RD	QUARTZ RD (MADDOX RD)
	12TH ST	CLOUD ROAD	JOY RANCH ROAD
	12TH ST	CIRCLE MTN RD	JOHNSON RD
	16TH ST	JOY RANCH RD	LA SALLE RD
	IRVINE RD	11TH AVE	7TH AVE
	OLD MINE RD	CAVE CREEK RD	KACHINA RD
	OLD MINE RD	KACHINA RD	LA PLATA RD
	OLD MINE RD	LA PLATA RD	DEER TRAIL RD
	SADDLE MT RD	NEW RIVER RD	12TH ST

**Project Manager :** Samir Hatab

**Work Order :** 16205

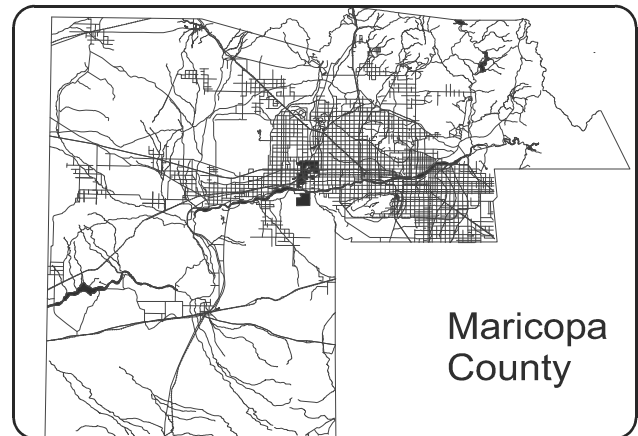
**Length :** 4.4 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** 2002

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$996	\$71	\$925	0	0	0	0	\$925	0
<b>Project Total</b>	<b>\$996</b>	<b>\$71</b>	<b>\$925</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$925</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$996</b>	<b>\$71</b>	<b>\$925</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$925</b>	<b>0</b>

Program Expenditures in Thousands



# PM-10 Roads

(Phase II - NE Valley)

District : 3

Map Reference : NA

<b>Description :</b>	<b>ROAD</b>	<b>FROM</b>	<b>TO</b>
	3RD ST	CAREFREE HWY	GALVIN ST
	3RD ST	GALVIN ST	CLOUD RD
	10TH ST	CAREFREE HWY	PAINT YOUR WAGON
	12TH ST	1/4 MILE S. OF CLOUD RD	CLOUD RD
	40TH ST	PINNACLE VISTA	DYNAMITE BLVD
	42ND ST	PINNACLE VISTA	DYNAMITE BLVD
	44TH ST	PEAK VIEW	DYNAMITE RD
	44TH ST	PINNACLE VISTA	DYNAMITE BLVD
	GALVIN ST	3RD ST	7TH ST

**Project Manager :** Chris Hassert

**Work Order :** 16206

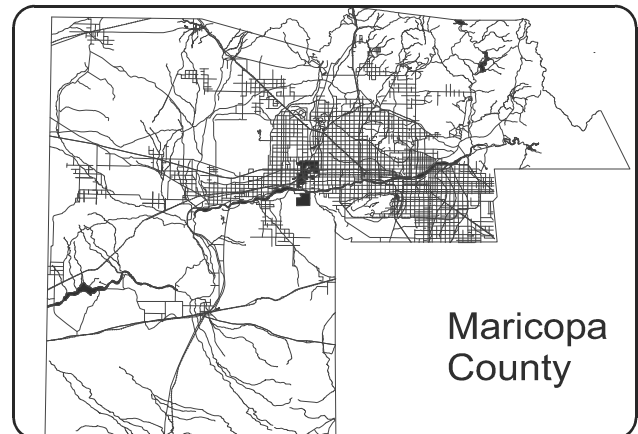
**Length :** 3.5 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** 2002

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$130	\$75	\$55	0	0	0	0	\$55	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,149	\$14	\$1,005	0	0	0	0	\$1,005	0
<b>Project Total</b>	<b>\$1,149</b>	<b>\$89</b>	<b>\$1,060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,060</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,149</b>	<b>\$89</b>	<b>\$1,060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,060</b>	<b>0</b>

Program Expenditures in Thousands



# PM-10 Roads

(Phase II - NE Valley)

**District :** 3

**Map Reference :** NA

Description :	ROAD	FROM	TO
	53RD ST	DYNAMITE BLVD	SKINNER DR ALIGN
	ASHLER HILLS DR	40TH ST	44TH ST
	DALE LN	64TH ST	68TH ST
	FOREST PLEASANT	40TH ST	42ND ST
	FOREST PLEASANT	42ND ST	44TH ST
	FOREST PLEASANT	44TH ST	CAVE CREEK RD
	PINNACLE VISTA	44TH ST	46TH ST

**Project Manager :** Ray Smith

**Work Order :** 16207

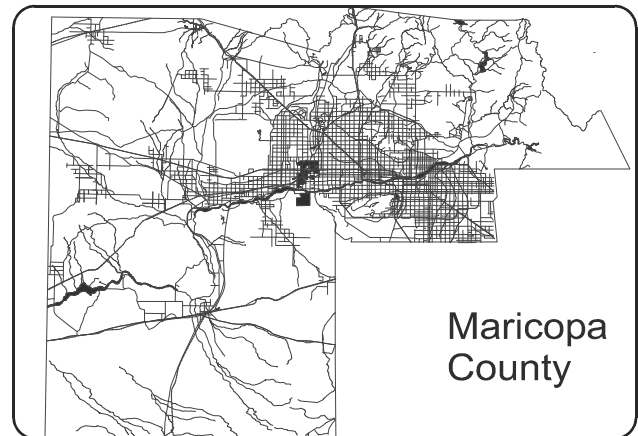
**Length :** 3.3 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** 2002

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$345	0	\$345	0	0	0	0	\$345	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,380		\$1,380	0	0	0	0	\$1,380	0
<b>Project Total</b>	<b>\$1,725</b>	<b>0</b>	<b>\$1,725</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,725</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,725</b>	<b>0</b>	<b>\$1,725</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,725</b>	<b>0</b>

*Program Expenditures in Thousands*



# PM-10 Roads

(Phase III - NE Valley)

District : 4

Map Reference : NA

<b>Description :</b>	<b>ROAD</b>	<b>FROM</b>	<b>TO</b>
	87TH AVE	PINNACLE PEAK RD	CAMINO DE ORO
	BULLARD AVE	END OF PAVEMENT	END OF MAINTENANCE
	CIRCLE MTN RD	3RD AVE	NEW RIVER RD
	CIRCLE MTN RD	13TH AVE	3RD AVE

**Project Manager :** Ray Smith

**Work Order :** 16208

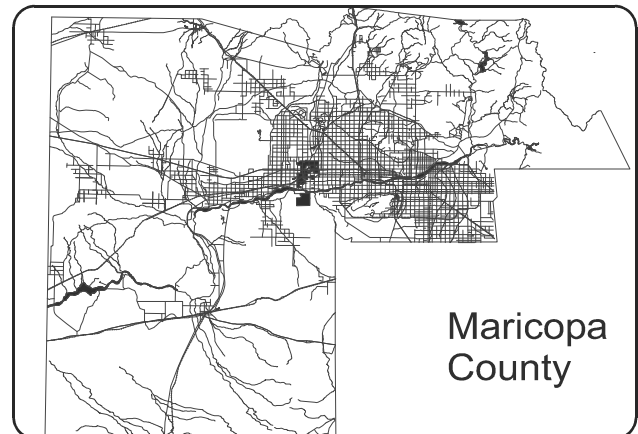
**Length :** 3.4 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** 2003

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$267	0	\$192	0	0	0	0	\$192	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$3,699	\$15	\$30	\$3,654	0	0	0	\$3,684	0
<b>Project Total</b>	<b>\$3,966</b>	<b>\$15</b>	<b>\$222</b>	<b>\$3,654</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$3,876</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$3,966</b>	<b>\$15</b>	<b>\$222</b>	<b>\$3,654</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$3,876</b>	<b>0</b>

Program Expenditures in Thousands



# PM-10 Roads

(Phase II - NW Valley)

**District :** 4

**Map Reference :** NA

<b>Description :</b>	<b>ROAD</b>	<b>FROM</b>	<b>TO</b>
	87TH AVE	PEORIA C/L(WILLIAMS)	DALEY LN
	193RD AVE	NORWICH DR	BELINDA LANE
	CROZIER RD	CAP CANALS	PATTON RD
	DIXILETA DR	END OF MAINTENANCE	SARIVAL AVE (163rd Ave)
	DOVE VALLEY RD	227TH AVE	CROZIER RD
	NORWICH DR	195TH AVE	193RD AVE

**Project Manager :** Ray Smith

**Work Order :** 16209

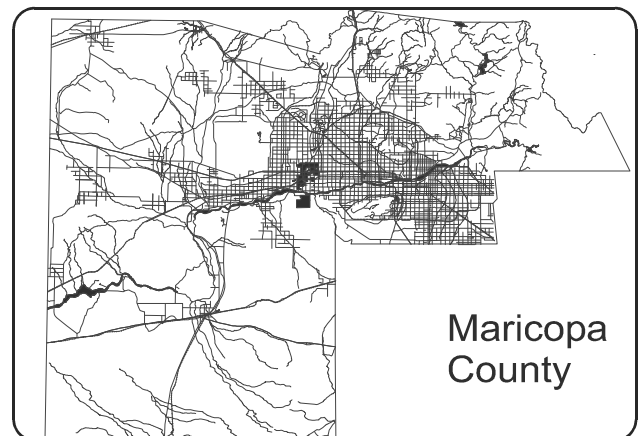
**Length :** 3.7 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** 2002

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$188	0	\$188	0	0	0	0	\$188	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,132	0	\$1,132	0	0	0	0	\$1,132	0
<b>Project Total</b>	<b>\$1,320</b>	<b>0</b>	<b>\$1,320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,320</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,320</b>	<b>0</b>	<b>\$1,320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,320</b>	<b>0</b>

*Program Expenditures in Thousands*



# PM-10 Roads

(Phase II - NW Valley)

District : 4

Map Reference : NA

Description :	ROAD	FROM	TO
	88TH AVE	DEER VALLEY DR	WILLIAMS RD
	89TH AVE	DEER VALLEY DR	WILLIAMS RD
	89TH AVE	MARIPOSA GRANDE	CALLE LEJOS
	89TH AVE	AVENIDA DEL SOL	MARIPOSA GRANDE
	89TH AVE	END OF PAVEMENT	AVENIDA DEL SOL
	89TH AVE	CALLE LEJOS	VILLA LINDO

Project Manager : Ray Smith

Work Order : 16210

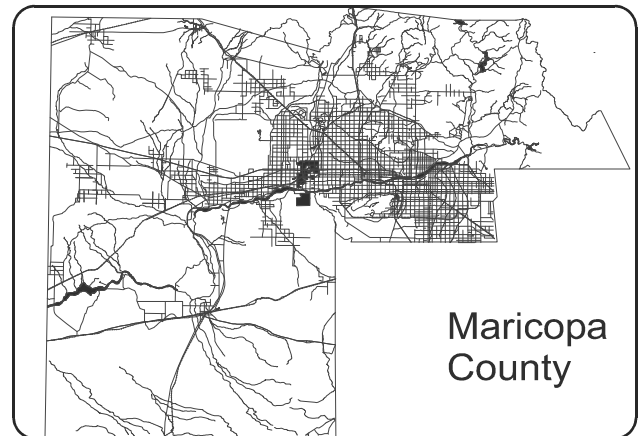
Length : 1.5 Miles

IGA Partnering : FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date : 2002

Detour (Road Closures) : No detours are anticipated.

Right of Way : Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$125	0	\$125	0	0	0	0	\$125	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,616	0	\$1,616	0	0	0	0	\$1,616	0
<b>Project Total</b>	<b>\$1,741</b>	<b>0</b>	<b>\$1,741</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,741</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,741</b>	<b>0</b>	<b>\$1,741</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,741</b>	<b>0</b>

Program Expenditures in Thousands





# PM-10 Roads

(Phase II - SW Valley)

**District :** 4

**Map Reference :** NA

Description :	ROAD	FROM	TO
	47TH AVE	ESTRELLA DR	CRIVELLO AVE
	47TH AVE	CRIVELLO AVE	GUMINA AVE
	133RD AVE	SOUTH MOUNTAIN	INDIAN SPRING RD
	175TH DR	PIMA ST	YUMA RD
	177TH AVE	PAPAGO ST	YUMA RD
	177TH AVE	PIMA ST	PAPAGO ST
	177TH AVE	PIMA ST	DURANGO ST
	CARVER RD	51ST AVE	49TH AVE
	CHEYENNE RD	207TH AVE ALIGN	TUTHILL RD
	DURANGO ST	CITRUS RD	GOODYEAR C/L
	OLNEY AVE	51ST AVE	49TH DR
	TELEGRAM PATH	207TH AVE	TUTHILL RD
	TELEGRAM PATH	AIRPORT RD	207TH AVE

**Project Manager :** Chris Hassert

**Work Order :** 16212

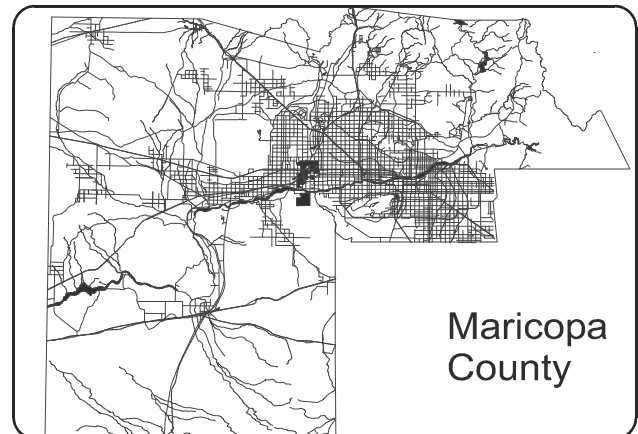
**Length :** 3.88 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** 2002

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$145	\$75	\$70	0	0	0	0	\$70	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,087	\$12	\$1,075	0	0	0	0	\$1,075	0
<b>Project Total</b>	<b>\$1,232</b>	<b>\$87</b>	<b>\$1,145</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,145</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,232</b>	<b>\$87</b>	<b>\$1,145</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,145</b>	<b>0</b>

*Program Expenditures in Thousands*



# PM-10 Roads

(Phase II - SE Valley)

District : 2

Map Reference : NA

<b>Description :</b>	<b>ROAD</b>	<b>FROM</b>	<b>TO</b>
	78TH ST	MC DOWELL RD	PALM LN
	96TH WY	END OF MAINT	BOISE ST
	102ND ST	BRAMBLE AVE	WOOD AVE
	110TH ST	MERCURY RD	UNIVERSITY DR
	154TH ST	SAN TAN BLVD	RIGGS RD
	BOISE ST	96th ST	96th Way
	BOULDER DR	JARVIS ST	CRISMON RD
	BROOKS FARM RD	182ND ST	POWER RD
	DECATUR ST	CONTINUOUS	ELLSWORTH RD
	JARVIS ST	BOULDER DR	UNIVERSITY DR
	MALCOLM DR	BROADWAY RD	APACHE TL

**Project Manager :** Chris Hassert

**Work Order :** 16213

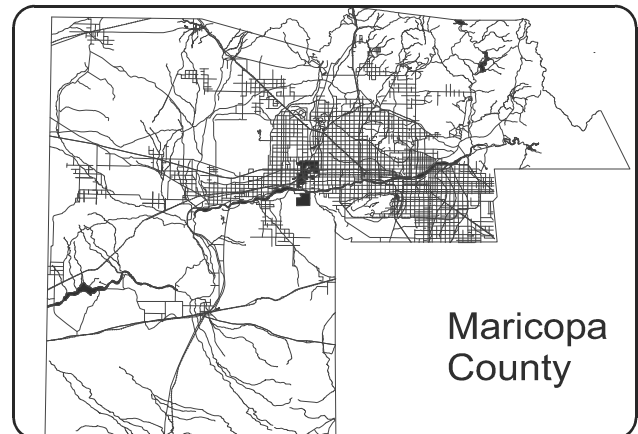
**Length :** 2.62 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** 2002

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$104	\$80	\$24	0	0	0	0	\$24	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$792	\$12	\$780	0	0	0	0	\$780	0
<b>Project Total</b>	<b>\$896</b>	<b>\$92</b>	<b>\$804</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$804</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$896</b>	<b>\$92</b>	<b>\$804</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$804</b>	<b>0</b>

Program Expenditures in Thousands



# PM-10 Roads

(Phase III - SE Valley)

**District :** 2

**Map Reference :** NA

Description :	ROAD	FROM	TO
	77TH PL	MCKELLIPS RD	HERMOSA VISTA
	78TH ST	HERMOSA VISTA DR	MC DOWELL RD
	82ND ST	BOISE ST	UNIVERSITY DR
	95TH ST	BALSAM	APACHE TRAIL
	CULVER ST	76TH ST	HAWES RD
	CULVER ST	HAWES RD	WATERBURY RD
	HERMOSA VISTA DR	76TH ST	78TH ST
	JENSEN ST	CRISMON RD	SIGNAL BUTTE
	MELODY DR	172ND ST	RECKER RD
	QUARTERLINE RD	105TH ST	SIGNAL BUTTE
	RANGE RIDER	HAWES RD	92ND ST

**Project Manager :** Chris Hassert

**Work Order :** 16214

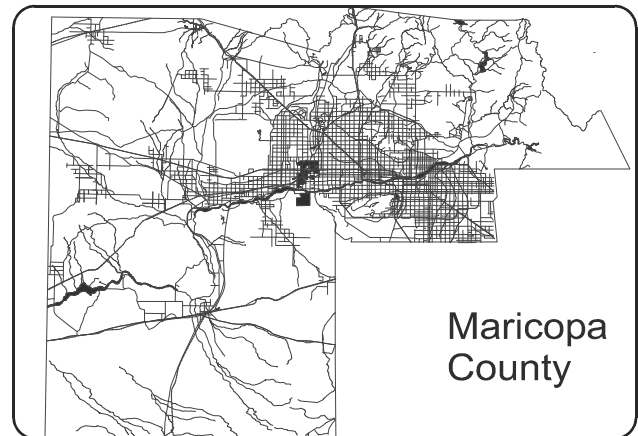
**Length :** 5.59 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** 2003

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$250	\$75	\$175	0	0	0	0	\$175	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,972	\$12	\$20	\$1,940	0	0	0	\$1,960	0
<b>Project Total</b>	<b>\$2,222</b>	<b>\$87</b>	<b>\$195</b>	<b>\$1,940</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2,135</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$2,222</b>	<b>\$87</b>	<b>\$195</b>	<b>\$1,940</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$2,135</b>	<b>0</b>

Program Expenditures in Thousands



# PM-10 Roads

(Phase III - SE Valley)

District : 4

Map Reference : NA

Description : ROAD FROM TO  
ACOMA 73RD AVE 75TH AVE  
ELLIOT RD 27TH AVE 49TH AVE

Project Manager : Chris Hassert

Work Order : 16215

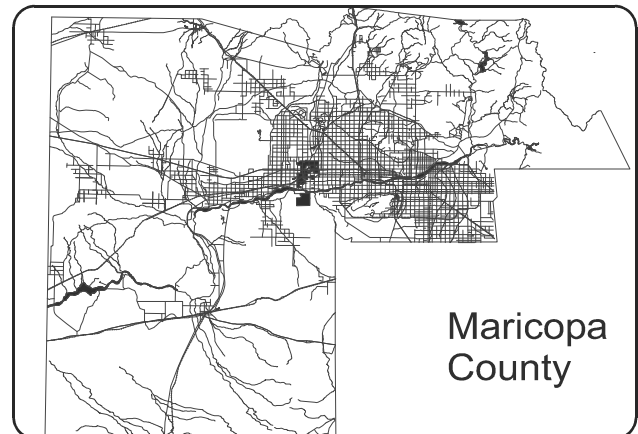
Length : 2.5 Miles

IGA Partnering : FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date : 2003

Detour (Road Closures) : No detours are anticipated.

Right of Way : Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$150	\$75	\$75	0	0	0	0	\$75	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$572	\$12	\$25	\$535	0	0	0	\$560	0
<b>Project Total</b>	<b>\$722</b>	<b>\$87</b>	<b>\$100</b>	<b>\$535</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$635</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$722</b>	<b>\$87</b>	<b>\$100</b>	<b>\$535</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$635</b>	<b>0</b>

Program Expenditures in Thousands



# PM-10 Roads

(Phase III - NE Valley)

**District :** 4

**Map Reference :** NA

Description :	ROAD	FROM	TO
	CALLE LEJOS	93RD AVE	91ST AVE
	CALLE LEJOS	91ST AVE	83RD AVE
	DALEY LN	87TH AVE	83RD AVE
	MARIPOSA GRANDE	89TH AVE	87TH AVE
	PATRICK LN	83RD AVE	81ST AVE
	VILLA LINDO	93RD AVE	91ST AVE

**Project Manager :** Ray Smith

**Work Order :** 16216

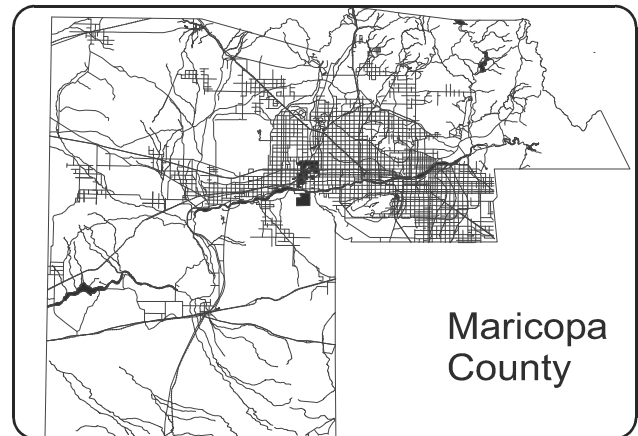
**Length :** 2.5 Miles

**IGA Partnering :** FHWA funding via the MAG Congestion Mitigation & Air Quality Program.

**Estimated Construction Date :** 2003

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** Right-of-Way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$208	\$75	\$133	0	0	0	0	\$133	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$2,037	\$20	\$30	\$1,875	\$112	0	0	\$2,017	0
<b>Project Total</b>	<b>\$2,245</b>	<b>\$95</b>	<b>\$163</b>	<b>\$1,875</b>	<b>\$112</b>	<b>0</b>	<b>0</b>	<b>\$2,150</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$2,245</b>	<b>\$95</b>	<b>\$163</b>	<b>\$1,875</b>	<b>\$112</b>	<b>0</b>	<b>0</b>	<b>\$2,150</b>	<b>0</b>

*Program Expenditures in Thousands*



# Queen Creek Road Culvert (At Eastern Canal)

District : 1

Map Reference : 46

**Description :** This project will replace the existing inadequate pipe with a box culvert to allow future widening of the road and increase the water flow capacity of the RWCD Canal (Eastern Canal).

- Key Issues :**
- Increase water flow capacity.
  - Widen road from 2 to 7 lanes.
  - Canal dry-up for construction.
  - Road closure and detour.
  - Construction funds will be programmed once all design issues are resolved.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 68962

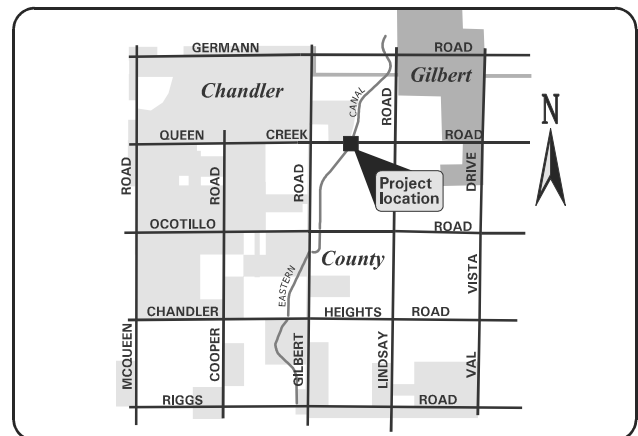
**Length :** Localized improvement

**IGA Partnering :** No partnering anticipated.

**Estimated Construction Date :** Fall 2002

**Detour (Road Closures) :** The road will be closed during construction.

**Right of Way :** Right-of-way will be required, but has not yet been determined.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$3	\$3	0	0	0	0	0	0	0
Environmental	\$2	\$1	\$1	0	0	0	0	\$1	0
Utilities	\$40	0	\$40	0	0	0	0	\$40	0
Construction	\$256	\$256	\$8	\$215	0	0	0	\$223	0
<b>Project Total</b>	<b>\$301</b>	<b>\$37</b>	<b>\$49</b>	<b>\$215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$264</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$301</b>	<b>\$37</b>	<b>\$49</b>	<b>\$215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$264</b>	<b>0</b>

Program Expenditures in Thousands





# Queen Creek Road

(Arizona Avenue to McQueen Road)

District : 1

Map Reference : 47

**Description :** This project will widen Queen Creek Road from four to six lanes.

- Key Issues :**
- Permit needed from Union Pacific Railroad.
  - Higley Area Drainage Master Plan (FCD).
  - Utility & irrigation relocation.
  - Hydraulic capacity analysis.

**Project Manager :** Sami Ayoub

**Work Order :** 68966

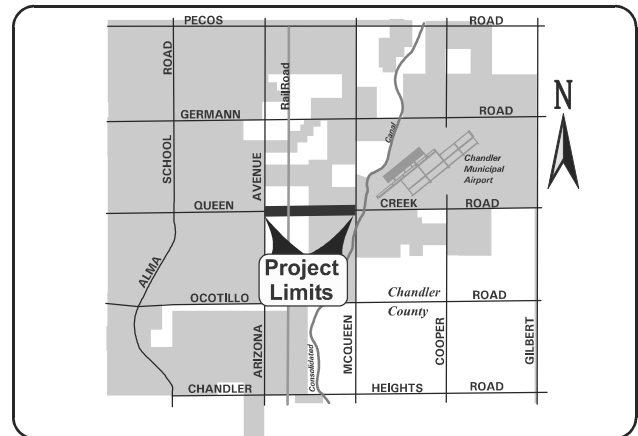
**Length :** 1 mile

**IGA Partnering :** The City of Chandler.

**Estimated Construction Date :** This project is currently funded for design and right-of-way only.

**Detour (Road Closures) :** No detours are anticipated.

**Right of Way :** The existing right-of-way is 66' in width; 130-160' of right-of-way width will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$335	\$308	0	0	0	0	\$27	\$27	0
Right-of-Way	\$895	\$74	0	0	\$821	0	0	\$821	0
Environmental	\$11	\$11	0	0	0	0	0	0	0
Utilities	\$3,500	0	0	0	0	\$3,500	0	\$3,500	0
Construction	\$3,601	\$104	0	0	0	0	\$3,197	\$3,197	300
<b>Project Total</b>	<b>\$8,342</b>	<b>\$497</b>	<b>0</b>	<b>0</b>	<b>\$821</b>	<b>\$3,500</b>	<b>\$3,524</b>	<b>\$7,545</b>	<b>300</b>
Reimbursements	(\$5,800)	0	0	0	0	(2,800)	(\$3,000)	(\$5,800)	0
<b>MCDOT Net Cost</b>	<b>\$2,542</b>	<b>\$497</b>	<b>0</b>	<b>0</b>	<b>\$821</b>	<b>\$700</b>	<b>\$524</b>	<b>\$2,045</b>	<b>0</b>

Program Expenditures in Thousands



# Ray Road

(Lindsay Road to Greenfield Road)

District : 2

Map Reference : 48

**Description :** This project will reconstruct and widen the roadway from two lanes to four lanes.

**Key Issues :**

- The Town of Gilbert has started preliminary design of this roadway and will be forwarding cost estimates to MCDOT.

**Project Manager :** Richard Bohan

**Work Order :** 68919

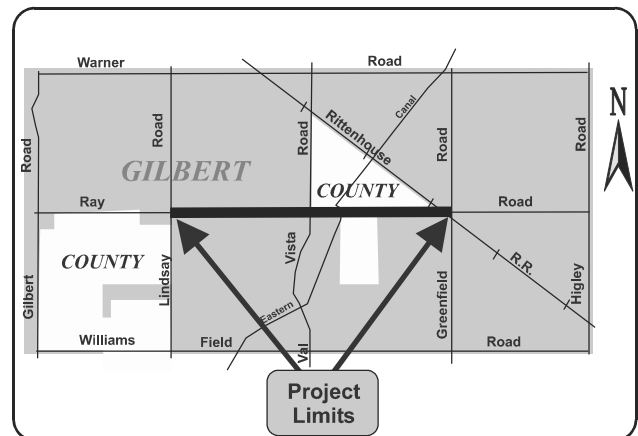
**Length :** 2 miles

**IGA Partnering :** Town of Gilbert

**Estimated Construction Date :** FY 2001

**Detour (Road Closures) :** N/A

**Right of Way :** To be determined by the Town of Gilbert standards.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$550	0	0	0	\$550	0	0	\$550	0
<b>Project Total</b>	<b>\$550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$550</b>	<b>0</b>	<b>0</b>	<b>\$550</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$550</b>	<b>0</b>	<b>0</b>	<b>\$550</b>	<b>0</b>

Program Expenditures in Thousands



# Riggs Road

## (I-10 to Price Road)

District : 5

Map Reference : 49

**Description :** This project will widen the existing two-lane road to five lanes (Two travel lanes in each direction with a continuous left-turn lane).

**Key Issues :**

- Coordinate the design and construction with an ADOT project to improve the traffic interchange at I-10
- Construct during warm weather/lower traffic volumes.
- The proposed improvements will increase traffic capacity and correct drainage problems.

**Project Manager :** David DeWeese

**Work Order :** 68450

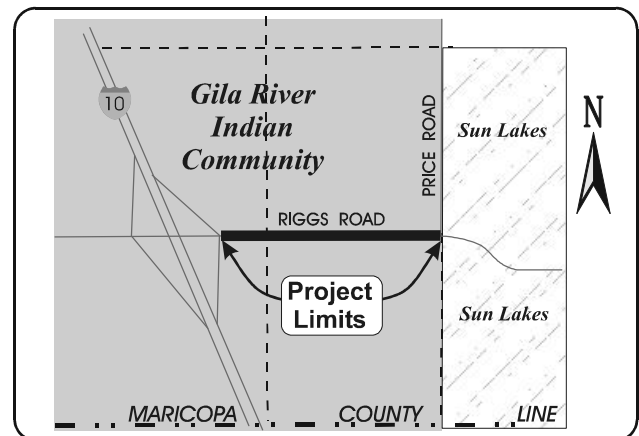
**Length :** 1.4 miles

**IGA Partnering :** IGA with ADOT for extending and widening I-10 ramps.

**Estimated Construction Date :** Spring, 2003

**Detour (Road Closures) :** Road will remain open.  
Construction will be phased.

**Right of Way :** 100' (existing), additional drainage and temporary construction easements have been acquired.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$1	\$1	0	0	0	0	0	0	0
Right-of-Way	\$170	\$170	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,852	\$97	0	\$925	\$830	0	0	\$1,755	0
<b>Project Total</b>	<b>\$2,023</b>	<b>\$268</b>	<b>0</b>	<b>\$925</b>	<b>\$830</b>	<b>0</b>	<b>0</b>	<b>\$1,755</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$2,023</b>	<b>\$268</b>	<b>0</b>	<b>\$925</b>	<b>\$830</b>	<b>0</b>	<b>0</b>	<b>\$1,755</b>	<b>0</b>

Program Expenditures in Thousands



# Riggs Road

(Arizona Avenue to Gilbert Road)

District : 1

Map Reference : 50

**Description :** This project will widen Riggs Road from two lanes to six lanes. The City of Chandler is the lead agency.

- Key Issues :**
- Existing two lane roadway with unpaved shoulders is in a rapidly developing area of Chandler.
  - MCDOT is currently conducting a Riggs Road Corridor Study and the City has completed a Design Concept Report for a portion of the corridor.

**Project Manager :** Richard Bohan

**Work Order :** 68998

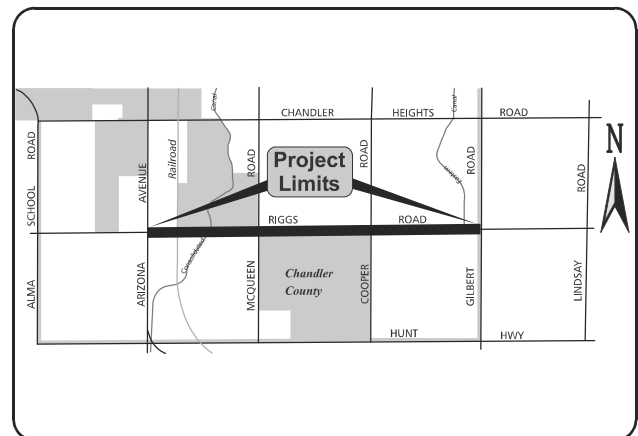
**Length :** 3 miles

**IGA Partnering :** City of Chandler

**Estimated Construction Date :** FY 2004

**Detour (Road Closures) :** N/A

**Right of Way :** N/A



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$4,500	0	0	0	\$4,500	0	0	\$4,500	0
<b>Project Total</b>	<b>\$4,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$4,500</b>	<b>0</b>	<b>0</b>	<b>\$4,500</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$4,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$4,500</b>	<b>0</b>	<b>0</b>	<b>\$4,500</b>	<b>0</b>

Program Expenditures in Thousands



# Rio Salado

(McClintock Road to Smith Road)

District : 5

Map Reference : 51

**Description :** This project constructed a four lane road on 1st Street in partnership with the City of Tempe.

**Key Issues :**

- Tempe is making IGA payments to MCDOT for their portion of the construction cost of this project.

**Project Manager :** Max Hamlin

**Work Order :** 68873

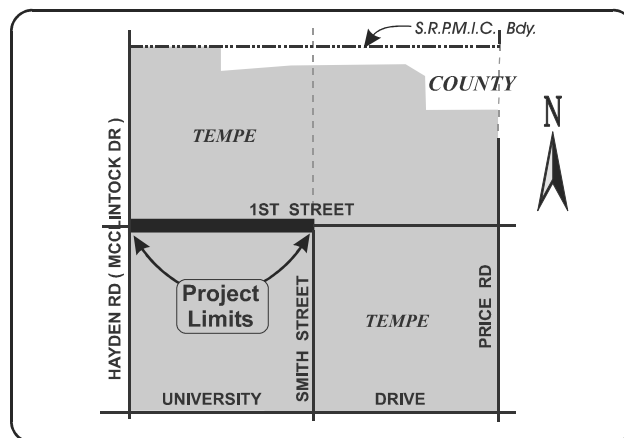
**Length :** 1 Mile

**IGA Partnering :** City of Tempe

**Estimated Construction Date :** Project complete

**Detour (Road Closures) :** None

**Right of Way :** None



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
<b>Project Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Reimbursements	(\$1,027)	0	(\$1,027)	0	0	0	0	(\$1,027)	0
<b>MCDOT Net Cost</b>	<b>(\$1,027)</b>	<b>0</b>	<b>(\$1,027)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(\$1,027)</b>	<b>0</b>

Program Expenditures in Thousands



# Thomas Road

(99th Avenue to 91st Avenue)

District : 5

Map Reference : 52

**Description :** This project will widen the existing road from two to four lanes consistent with the ADOT interchange.

- Key Issues :**
- MCDOT participation is limited to a financial contribution in FY 2004 via an IGA with the City of Phoenix.
  - The City of Phoenix is the lead agency for all aspects of the project.

**Project Manager :** Ray Smith

**Work Order :** 68952

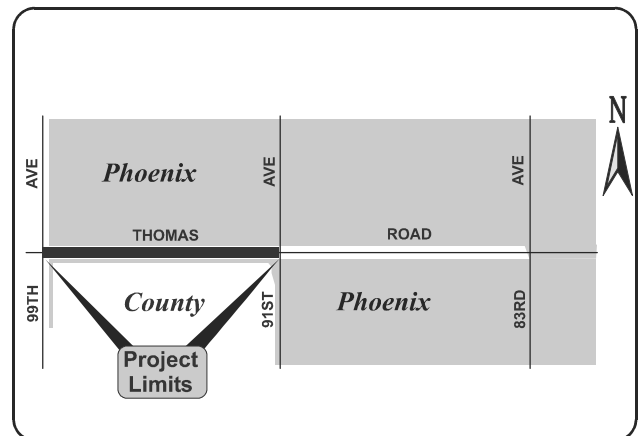
**Length :** 1 mile

**IGA Partnering :** City of Phoenix

**Estimated Construction Date :** Currently Under Construction

**Detour (Road Closures) :** Unknown

**Right of Way :** To be determined and acquired by the City of Phoenix.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$1,960	\$11	0	0	\$1,949	0	0	\$1,949	0
<b>Project Total</b>	<b>\$1,960</b>	<b>\$11</b>	<b>0</b>	<b>0</b>	<b>\$1,949</b>	<b>0</b>	<b>0</b>	<b>\$1,949</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,960</b>	<b>\$11</b>	<b>0</b>	<b>0</b>	<b>\$1,949</b>	<b>0</b>	<b>0</b>	<b>\$1,949</b>	<b>0</b>

Program Expenditures in Thousands





# Tuthill Road Bridge

(At Gila River)

**District :** 5

**Map Reference :** 53

**Description :** This project was to provide scour protection to the bridge to prevent damage during severe flooding. The initial cost of the scour protection was excessive for this two lane bridge. Scour monitoring sensors will be installed and bridge replacement evaluated annually.

- Key Issues :**
- A risk analysis is being performed to determine the best course of action.
  - The installation of scouring monitoring devices was determined the best course of action.
  - Development in the area will determine when the bridge must be replaced.

**Project Manager :** Andrzej Wojakiewicz

**Work Order :** 68938

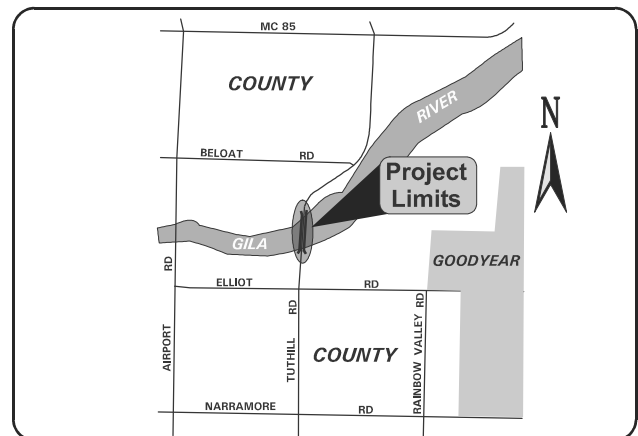
**Length :** 1770'

**IGA Partnering :** None

**Estimated Construction Date :** Winter, 2001.

**Detour (Road Closures) :** N/A

**Right of Way :** N/A



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$73	\$73	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$260	\$10	0	0	0	\$250	0	\$250	0
<b>Project Total</b>	<b>\$333</b>	<b>\$83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$250</b>	<b>0</b>	<b>\$250</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$333</b>	<b>\$83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$250</b>	<b>0</b>	<b>\$250</b>	<b>0</b>

*Program Expenditures in Thousands*



# Val Vista Drive

(Ray Road to Warner Road)

District : 2

Map Reference : 54

**Description :** This project will reconstruct and widen from four lanes to six lanes.

- Key Issues :**
- Town of Gilbert is the lead agency.
  - Negotiations are on going.
  - MCDOT contributes to the IGA.

**Project Manager :** Richard Bohan

**Work Order :** 68955

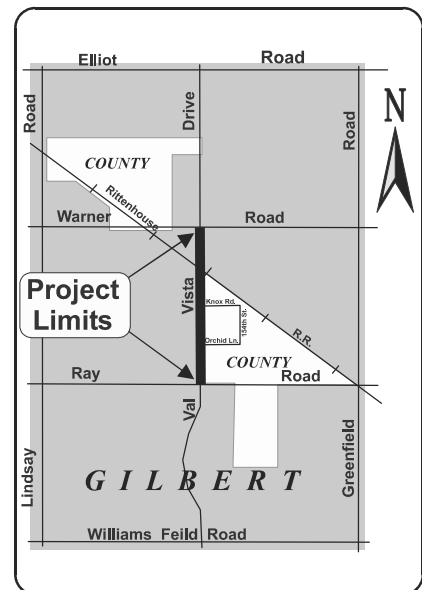
**Length :** 1 mile

**IGA Partnering :** Town of Gilbert is the lead agency on this project

**Estimated Construction Date :** 2001

**Detour (Road Closures) :** N/A

**Right of Way :** Town of Gilbert



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$530	0	0	0	\$530	0	0	\$530	0
<b>Project Total</b>	<b>\$530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$530</b>	<b>0</b>	<b>0</b>	<b>\$530</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$530</b>	<b>0</b>	<b>0</b>	<b>\$530</b>	<b>0</b>

Program Expenditures in Thousands



# Val Vista Drive

(Riggs Road to 1/2 Mi. South)

**District :** 1

**Map Reference :** 55

**Description :** This project will grade, drain, and pave the existing gravel road to provide a three-lane section (one travel lane in each direction with a center left-turn lane) between San Tan Blvd. and Riggs Road.

- Key Issues :**
- This project was requested by the residents to reduce dust and provide all-weather access.
  - The City of Chandler will construct road improvements as part of the Sun Groves residential development project, which may eliminate the need for this project.

**Project Manager :** David DeWeese

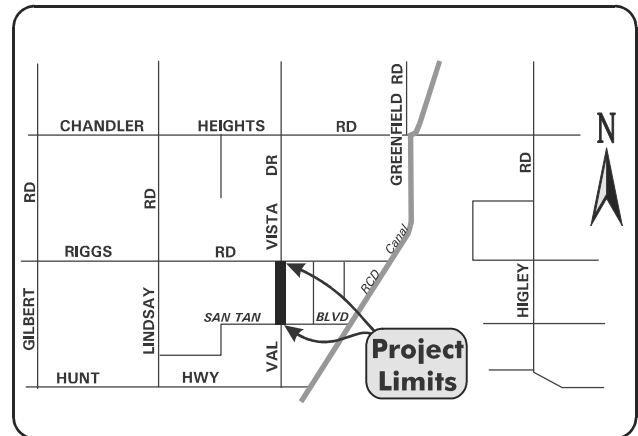
**Work Order :** 16096

**Length :** ½ mile

**IGA Partnering :** Seeking partnership with the City of Chandler.

**Estimated Construction Date :** Summer, 2001.

**Detour (Road Closures) :** The road will remain open.



**Right of Way :** There is 55 ft. existing right-of-way on the west side of the section line. The existing right-of-way on the east side varies from 33 ft. to 55 ft.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	\$6	\$6	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$167	\$82	\$85	0	0	0	0	\$85	0
<b>Project Total</b>	<b>\$173</b>	<b>\$88</b>	<b>\$85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$85</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$173</b>	<b>\$88</b>	<b>\$85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$85</b>	<b>0</b>

*Program Expenditures in Thousands*



# Warner Road

(Lindsay Road to Greenfield Road)

District : 2

Map Reference : 56

**Description :** This project will reconstruct and widen Warner Road from four lanes to six lanes.

- Key Issues :**
- Town of Gilbert is the lead agency.
  - Negotiations are on going.
  - MCDOT contributes to the IGA.

**Project Manager :** Richard Bohan

**Work Order :** 68404

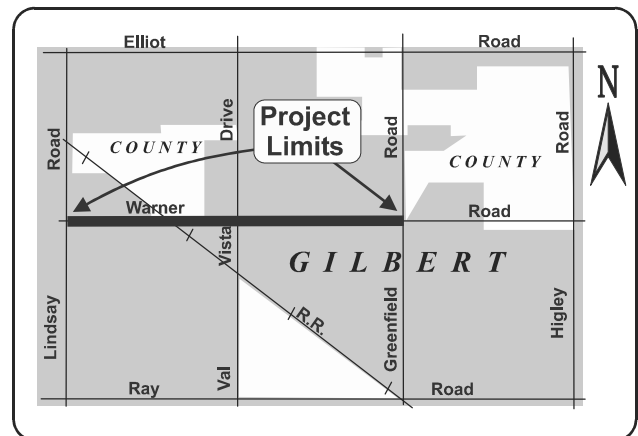
**Length :** 2 miles

**IGA Partnering :** Town of Gilbert

**Estimated Construction Date :** 2004

**Detour (Road Closures) :** Unknown

**Right of Way :** N/A



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0
Construction	\$530	0	0	0	\$530	0	0	\$530	0
<b>Project Total</b>	<b>\$530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$530</b>	<b>0</b>	<b>0</b>	<b>\$530</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$530</b>	<b>0</b>	<b>0</b>	<b>\$530</b>	<b>0</b>

Program Expenditures in Thousands



# Williams Field Road

(At Higley Road)

District : 1

Map Reference : 57

**Description :** This project will widen Williams Field Road at the Higley Road intersection and upgrade signals at the intersection. Also included will be the installation of curb on the south side of Williams Field Road to control parking in the vicinity of the intersection. The north side utilities will be relocated and a drainage basin will be installed to address intersection drainage issues.

- Key Issues :**
- Williams Field Road serves as the main access to Williams Gateway Airport.
  - Future traffic demand is anticipated due to increasing development.
  - Utilities need to be relocated out of the clear zone for safety.
  - Improve the overall safety by addressing parking issues.

**Project Manager :** Yogesh Mantri

**Work Order :** 68991

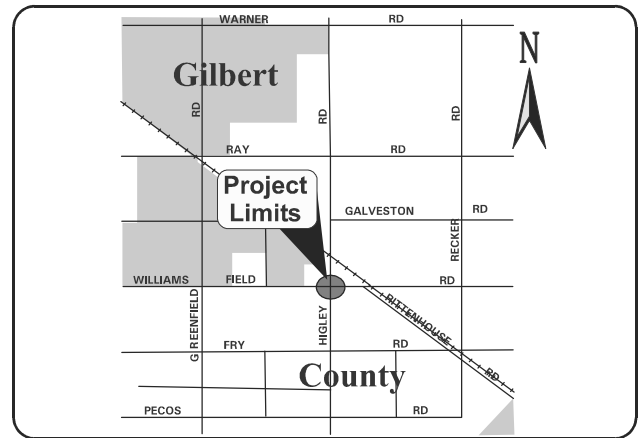
**Length :** 1 mile

**IGA Partnering :** None

**Estimated Construction Date :** 2005.

**Detour (Road Closures) :** The intersection will remain open during construction. Expect lane restrictions.

**Right of Way :** 20' wide of additional right-of-way required on the north side.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$61	\$37	0	0	0	\$24	0	\$24	0
Right-of-Way	\$327	\$227	0	0	0	\$100	0	\$100	0
Environmental	\$24	\$24	0	0	0	0	0	0	0
Utilities	\$250	0	0	0	0	\$250	0	\$250	0
Construction	\$816	\$94	0	0	0	\$722	0	\$722	0
<b>Project Total</b>	<b>\$1,478</b>	<b>\$382</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,096</b>	<b>0</b>	<b>\$1,096</b>	<b>0</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$1,478</b>	<b>\$382</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,096</b>	<b>0</b>	<b>\$1,096</b>	<b>0</b>

Program Expenditures in Thousands



# Williams Field Road

(Gilbert Road to Lindsay Road)

District : 1

Map Reference : 58

**Description :** This project will reconstruct and widen the existing four lane roadway to provide either six travel lanes with raised center median or four travel lanes with raised median and a frontage road in each direction. Additional improvements include curb, gutter, sidewalk, storm drain system, widening of the Eastern Canal bridge, and a traffic signal at the Lindsay Road intersection.

- Key Issues :**
- Retention basins are required to provide suitable outfall locations for roadway drainage.
  - Significant traffic growth is expected due to planned residential and commercial development in both Gilbert and Chandler (east and west of the project site).
  - Numerous single-family homes have direct access to this roadway segment.
  - Construction dependent on financial participation from the Town of Gilbert.

**Project Manager :** David DeWeese

**Work Order :** 68985

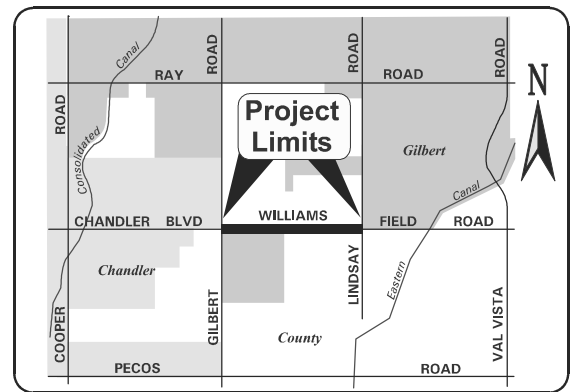
**Length :** 1.4 miles

**IGA Partnering :** Town of Gilbert

**Estimated Construction Date :** This project is currently programmed for a Design Concept Report only.

**Detour (Road Closures) :** The road will remain open.

**Right of Way :** Existing total width varies from 98 feet to 130 feet. Drainage easements and some additional right-of-way will be required (150 feet is the expected maximum).



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total Program	Amount Remaining to Program
Design	\$520	\$45	\$55	0	0	0	\$420	\$475	0
Right-of-Way	\$191	0	0	0	0	0	0	0	\$191
Environmental	0	0	0	0	0	0	0	0	0
Utilities	\$379	0	0	0	0	0	0		\$379
Construction	\$3,783	\$15	\$10	\$20	0	0	0	\$30	\$3,738
<b>Project Total</b>	<b>\$4,873</b>	<b>\$60</b>	<b>\$65</b>	<b>\$20</b>	<b>0</b>	<b>0</b>	<b>\$420</b>	<b>\$505</b>	<b>\$4,308</b>
Reimbursements	0	0	0	0	0	0	0	0	0
<b>MCDOT Net Cost</b>	<b>\$4,873</b>	<b>\$60</b>	<b>\$65</b>	<b>\$20</b>	<b>0</b>	<b>0</b>	<b>\$420</b>	<b>\$505</b>	<b>\$4,308</b>

Program Expenditures in Thousands





# System Support Projects

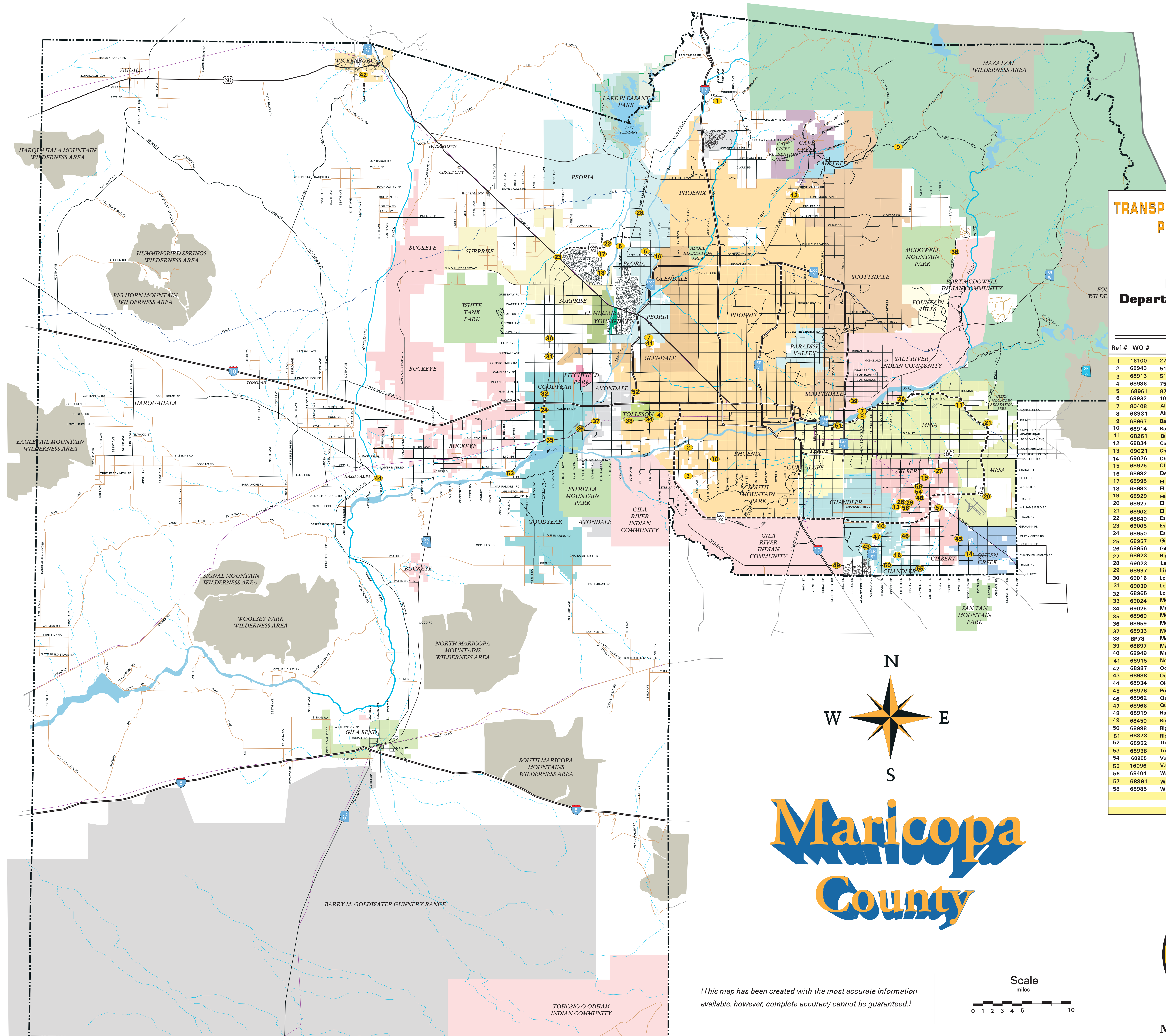
## General Expenditures Not Attributed to a Specific Roadway

(Thousands of Dollars)

Work Order	Project Description	Prior Years Expenditures	FY 02	FY 03	FY 04	FY 05	FY 06	FY 02-06 Total
68907	Haz-mat Consultant Services contracts; unspecified projects	0	0	10	10	10	10	40
69998	Project Reserves Account	0	2,715	2,530	10,665	7,590	25,900	49,400
68942	R.O.W. Delineation Services, Consultant On-Call contracts	1	50	50	50	50	50	250
68889	Real Estate Appraisal Services; Annual On-Call Contracts	27	0	50	50	50	50	250
68829	Utility Locating (Pot-hole) Annual Contract	17	0	50	50	50	49	249
68890	"Warranted Traffic Improvements" (as needed) To be identified later	0	0	100	100	100	100	400
68885	Archeological On-Call Consultant contracts	100	100	100	100	100	100	500
68908	Biological Assessment Services, Consultant contracts unspecified projects	10	0	10	10	10	10	40
68872	CDBG (CDAC) Assistance Program	1,375	300	300	300	300	300	1,500
68718	Construction Management Consultant Contracts (unspecified projects)	0	0	75	75	75	75	300
68906	Environmental Assessment Consultant Contracts for unspecified projects	15	0	38	38	38	38	152
68888	General Civil Engineering; Annual On-Call Contracts	202	0	75	75	75	75	300
68886	Geotechnical Services Annual On-Call Contracts	0	0	50	50	50	50	200
68895	Northeast Maintenance Facility	0	0	0	0	1,000	1,400	2,400
68884	Preliminary Engineering Contracts (CARs, PARs, DCRs)	344	300	300	300	300	300	1,500
68719	Previous Year's Projects; back charges Includes consultant fees, utility relocations, R/W, Construction	0	350	350	350	350	350	1,750
69022	Property Management on prior years CIP projects	0	50	50	50	50	50	250
69012	Geodetic Densification & Cadastral Survey	309	480	480	478	0	0	1,438
68887	Surveying Services; Annual On-Call Contracts	2	0	50	50	50	50	250
68883	Unallocated Force Account	4,248	3,512	4,511	5,419	5,504	5,683	24,630
69010	R.O.W. In-fill on Road Inventory System	1,576	433	422	0	0	0	855
69033	Signal Modernization	0	750	550	0	0	0	1,300
99999	TAB Special Projects	0	1,000	1,000	1,000	1,000	1,000	5,000



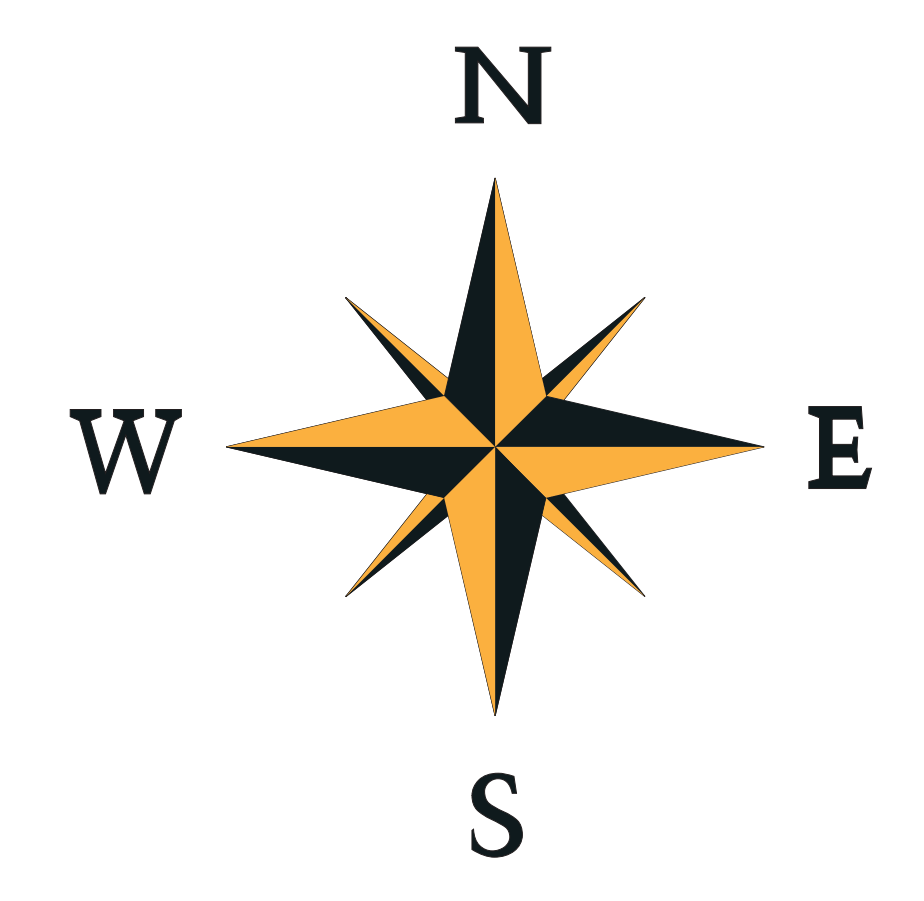




# TRANSPORTATION IMPROVEMENTS PROGRAM PROJECTS 2002 - 2006

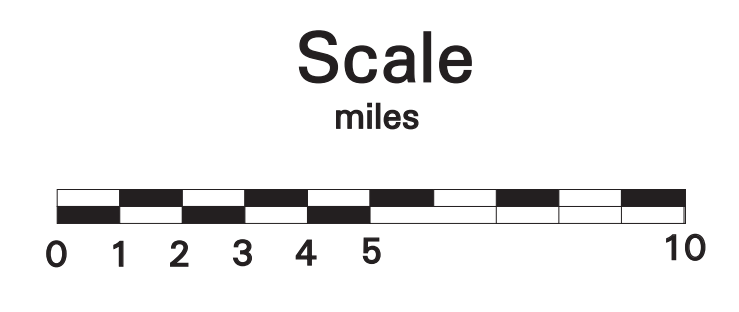
Prepared By:  
**Maricopa County**  
**Department of Transportation**  
JUNE 18, 2001

Ref #	WO #	Location	From - To
1	16100	27th Ave	Twin Peaks Ln to New River Rd
2	68943	51st Ave (Phase II)	Broadway Rd to Baseline Rd
3	68913	51st Ave (Phase I)	GIRC Boundary to Baseline Rd
4	68986	75th Ave	MC 85 Hwy to Van Buren St
5	68961	87th Ave Channel	Deer Valley Dr to Williams Rd
6	68932	107th Ave	Rose Garden Ln to Estrella Rd
7	80408	Alma School Rd	Salt River Grade Control Structure
8	68931	Alma School Rd	McLellan Rd to McKellips Rd
9	68967	Bartlett Dam Rd	Cave Creek Rd to Horseshoe Dam Rd
10	68914	Baseline Rd	7th Ave to 43rd Ave
11	68261	Bush Hwy II	McKellips Rd to McDowell Rd
12	68834	Cave Creek Rd	Lone Mountain Rd to Carefree Hwy
13	69021	Chandler Blvd	West Of Gilbert Right Of Way
14	69026	Chandler Heights Rd Bridge	@ Sanok Wash
15	68975	Chandler Heights Rd Bridge	@ Eastern Canal
16	68982	Deer Valley Rd Bridge	@ New River
17	68995	El Mirage Rd	Beardsley Rd to Loop 303
18	68993	El Mirage Rd	Bell Rd to Beardsley Rd
19	68929	Elliot Rd	Val Vista Rd to Greenfield Rd
20	68927	Ellsworth Rd	Germann Rd to Guadalupe Rd
21	68902	Ellsworth Rd	University Dr to McLellan Rd
22	68840	Estrella Roadway (II)	Reems Rd to Lake Pleasant Rd
23	69005	Estrella Overpass	1/2 mi South of Grand Ave to Reems Rd
24	68950	Estrella Pkwy	Yuma Road to 1/2 Mi. N. McDowell Rd
25	68957	Gilbert Rd (Phase I)	McDowell Rd to Thomas Rd
26	68956	Gilbert Rd	Williams Field Rd to Ray Rd
27	68923	Higley Rd	Olney Rd to Guadalupe Rd
28	69023	Lake Pleasant Rd	Williams Rd to SR 74
29	68997	Lindsay Rd	Williams Field Rd to Ray Rd
30	69016	Loop 303	Indian School Rd to Clearview Blvd
31	69030	Loop 303	Intersection Improvements
32	68965	Loop 303	McDowell Rd to Indian School Rd
33	69024	MC 85 Highway	107th Ave to 91st Ave
34	69025	MC 85 Highway	91st Ave to 75th Ave
35	68960	MC 95 Highway	Cotton Ln to Estrella Pkwy
36	68959	MC 95 Highway	Estrella Pkwy to Litchfield Rd
37	68933	MC 95 Highway Bridge	@ Agua Fria River
38	6878	McDowell Mountain Rd	Fountain Hills City Limits to Forest Rd
39	68997	McDowell Rd	Pima Fwy to Alma School Rd
40	68949	McQueen Rd	Queen Creek Rd to Pecos Rd
41	68915	Northern Ave	Grand Ave to Loop 101 (95th Ave)
42	68987	Ocotilla Rd	EOM To Palo Verde Drive ( Wickenburg )
43	68988	Ocotillo Rd	Basha Rd to Arizona Ave
44	68934	Old US 80 Bridge	@ Hassayampa River
45	68976	Power Rd Bridge	@ Queen Creek Wash
46	68962	Queen Creek Rd Culvert	@ Eastern Canal
47	68966	Queen Creek Rd	Arizona Ave to McQueen Rd
48	68919	Ray Rd	Lindsay Rd to Greenfield Rd
49	68450	Riggs Rd	1-10 to Price Rd
50	68998	Riggs Rd	Arizona Ave to Gilbert Rd
51	68873	Rio Solado	McIntosh Rd to Smith Rd
52	68952	Thomas Rd	99th Ave to 91st Ave
53	68938	Tutthill Rd	@ Gila River
54	68955	Val Vista Dr	Ray Rd to Warner Rd
55	16096	Val Vista Dr	Riggs Rd to 1/2 mi. South
56	68404	Warner Rd	Lindsay Rd to Greenfield Rd
57	68991	Williams Field Rd	@ Higley Rd
58	68985	Williams Field Rd	Gilbert Rd to Lindsay Rd



# Maricopa County

(This map has been created with the most accurate information available, however, complete accuracy cannot be guaranteed.)



MARICOPA COUNTY  
DEPARTMENT OF TRANSPORTATION